

THE JOURNAL

AN INDEPENDENT NEWSPAPER
Published every evening (except Sunday) and every Sunday except at the annual election.
Entered at the postoffice at Portland, Ore., as second-class matter, October 10, 1881.

Subscription Terms by mail or to any address in the United States by money order or check.
DAILY: One year, \$5.00; One month, \$0.50.
SUNDAY: One year, \$2.00; One month, \$0.25.
DAILY AND SUNDAY: One year, \$7.00; One month, \$0.75.

It is by attempting to reach the top at a single leap, that so much misery is caused in the world.—Colbert.

AN ALASKA LINE

YESTERDAY'S Journal was the announcement that nearly \$100,000 is offered as part of capital of \$500,000 for a steamer line from Portland to Alaska.

On the 16th day of last January J. R. Dodson, a Circle City merchant, appeared before a committee in this city and urged Portland to put on a line of steamers to Alaska.

The same day, through The Journal, H. H. Draper of Skagway called upon Portland to put on such a line, saying, "We of Alaska have never been able to understand why Portland seems to care so little for Alaska trade when it has been a source of so much revenue to Seattle and San Francisco."

Three days before, L. H. Pederson of Seward urged Portland to put on a steamer line to Alaska, saying: "The business men of Portland would find an excellent field there for increasing their volume of trade."

The same day O. M. Graf of Seward appealed to Portland to put steamers in the Alaska trade, declaring: "Alaska is anxious to have Portland as one of its chief supply points."

Here is example of the attitude of Alaska business men toward Portland. Thousands there want to do business with this city. The single thing that stands in the way is the absence of a steamer line.

The trade of Alaska has mounted to huge proportions. For eleven months ending in May, 1911, it totaled \$28,461,074. It is more than double the value of all the wheat produced in Oregon in 1911. It is a sum greater than the value of all the wheat, all the wool, all the hops and all the fruits produced in Oregon in 1911.

For the period Puget Sound shipments to Alaska totaled \$11,167,638, Portland's totaled \$135,846.

For the same period, Alaska shipments to Puget Sound aggregated \$8,054,343. Portland's shipments did not aggregate one dollar.

Proving that location had nothing to do with Portland's lack of business with Alaska, the trade of San Francisco with Alaska for the period was, in round numbers, \$5,000,000. Is there any reason why Portland, if she had transportation, should not do as well in trading with Alaska as did San Francisco, 600 miles farther away?

The offer of \$100,000 as part of the capital for a Portland-owned steamer line to Alaska should be an encouraging message to Portlanders. The present trade of that empire is but a fraction of what it is yet to be. Before very long, the coal fields of the territory will be delivering their stored wealth to the world.

Did ever any city have a better chance to secure millions in trade for its agricultural, commercial and industrial output?

JUDGE LOWELL'S PLAN

JUDGE LOWELL should tear up his bill for limiting the ballot measures to two constitutional amendments and five initiative bills.

The legislature should not and probably would not pass it. If it did, the people would referend and beat it.

Judge Lowell undoubtedly proposes his bill in all friendship for the initiative. But the effect of its adoption would be an act of hostility.

Such a limitation could be employed to destroy the initiative. Enemies of the system could, in advance, pre-empt the two constitutional amendment places with frivolous propositions and block proposed constitutional changes of importance. By the same process, they could file five unimportant bills and obstruct the enactment of important legislation.

There are a great many interests that want the initiative crippled. They would be cunning enough to employ Judge Lowell's plan with splendid effectiveness for that end. They could find plenty of subjects on which to present bills and amendments for filing up the seven places on the ballot to the exclusion of desirable legislation.

The coming legislature, for example, may refuse to enact measures of proven importance. Other legislators have done such things. It might be desired to submit some of the defeated bills to the people by initiative action, but by filing measures enough to fill the restricted ballot, such submission could be blocked.

The very knowledge by the legislature that such a process could be employed would make that body more bold in opposing reform legislation. As it is now, the ever present realization that if a wholesome measure is rejected in the legislature, it can be passed by the electorate, is the most powerful influence for making the body responsive to the people.

The direct primary law was passed by the people after the legislature rejected it. The local option law was passed after the legislature rejected such a bill for incorporated cities. The corporation tax law was passed by the electorate after a legislature rejected it. The corrupt practices law was so passed after the legislature rejected it.

Judge Lowell's plan is not a good one. It will be time enough to resort to such a limitation after we have had some bitter experience to warrant so desperate a resort.

The point has not been reached when its enemies should be empowered to monopolize the initiative with petty measures to the exclusion of important legislation.

THE TOLL OF THE SEA

THIRTY dead were added yesterday to the toll of the sea. Though but a breath beside the appalling tragedy on the Atlantic last April, the roll of the lost claimed by an angry ocean on the Rosecrans at Peacock Spit is a frightful exaction in human life.

The list of the missing on the Pacific coast during the past six years mounts to a melancholy total. Sixteen shipwrecks in the period have yielded an aggregate of 1400 lost lives.

October 1, 1854, the steamer Yankee Blade was wrecked on Point Arguello with a loss of 180.

January 5, 1860, the steamer Northern was wrecked off Cape Mendocino and 38 lives lost.

July 27, 1862, the steamer Golden Gate was burned off Manzanillo and 198 persons perished.

July 10, 1865, the Brother Jonathan went down near Crescent City with a loss of 148.

February 13, 1869, the steamer Hermann was wrecked in Japanese waters and 120 were lost.

August 22, 1888, the City of Chester collided with the Pacific Mail steamer Oceanic off Port Point, and 16 lives were lost.

February 21, 1895, the steamer Colima was lost in a hurricane 36 miles south of Manzanillo and 198 persons went down with the ship.

December 8, 1895, the steamers Keweenaw and Montserrat collided off Cape Flattery and 67 perished.

February 22, 1901, the steamer Rio de Janeiro sank near Mile Rock in San Francisco bay and 128 were lost.

January 7, 1904, the steamer Clalam was lost in the straits of Fuca with a death roll of 54.

January 23, 1906, the steamer Valencia was wrecked off Vancouver Island with a loss of 120.

November 18, 1906, the steamers Dix and Jeanne collided in Seattle harbor with a death roll of 48.

gully as truly as though the procedure had been for crime. If the testimony was sufficient to demand a dissolution, it was sufficient to jail the brigadiers of the oil corporation. The Rockefeller anarchy is a problem for Woodrow Wilson to solve. If he doesn't do it, some other statesman will. If civil suits cannot end Standard Oil's disregard of the Sherman law, the jails can.

One Rockefeller in jail for six months would do more than a thousand dissolution suits to end the crimes of extortion of which Standard Oil has been proven guilty. One of these denouements or the other is the logic of the late election returns, and one or the other is very certain to yet come to pass. The American people are still sovereign.

ANDREW JACKSON

THE recent testimony of J. Pierpont Morgan before a congressional committee at Washington must have unconsciously reminded thousands of Americans of the historic struggle between President Andrew Jackson and Nicholas Biddle of the old United States bank.

It appeared in the evidence before the committee that only 180 men are the directing force behind a banking and industrial capital of \$25,000,000, or about one-fifth the entire wealth of the United States. In 1913, what would Andrew Jackson, wise through his experience with Biddle, say of American financial concentration?

Nicholas Biddle is one of the danger signals of history. Andrew Jackson in his great conflict with Biddle and the money power, is one of the guide boards of history.

Biddle entered the United States bank honorably purposed. He sought in 1819 to rescue it from knavish hands. He rose on merit to the headship of the institution.

But the mingling of banking with national politics corrupted him, as it will corrupt almost any man. Long direction of the pulse of business through the bank, long dealing with men of influence in legislation who needed his influence, as he needed theirs, bloated him into a national boss.

He came to dispute with the White House the issue of what should be the financial policy of the republic. As head of the bank, he assumed to direct congress as to financial legislation, a function that constitutionally belonged to the president and his cabinet. To achieve his ends, he carried politics into congress and banking into politics.

He hired senators to act as counsel for the institution. He loaned money freely to congressmen. He advanced large sums of bank funds to newspaper editors, accepting printing presses as security. He adopted many agencies for control of congress and public sentiment, and sought, in effect, to have his bank supersede the constitutional White House in governing the United States.

It was a crisis in national history. The need of the time was for such a man as President Jackson. No man less resolute, less resourceful could have emerged victorious from such a conflict. Time and history have approved Andrew Jackson in his resistance to the encroachments of financial interests upon the executive and legislative functions of the American government.

The career of Andrew Jackson is a warning to the American people in 1913 to so reform their banking system that the Washington government can never again be dominated by such a power as Nicholas Biddle sought to wield.

THE ADVANCING CHINESE

IN CHINA, the Kwantung provincial government has granted a ten years' franchise to a Chinese Trust and Guaranty company to do business as a side show to the Dalren Produce Exchange. The capital stock is \$500,000.

The government requires a large deposit as a guarantee before the new company begins business, and further retains a supervisory governmental control. A full inspection of all books, accounts and documents is to be made at regular intervals. Last, but not least, the government requires the company to pay to it during the life of the franchise twenty per cent of all fees and moneys collected from its future clients.

Meanwhile the new government is nothing if not practical. The minister of agriculture and forestry has started to recapture and develop the Chinese silk industry. The Chinese consuls abroad are ordered to report on the silk industry in their districts and on means of developing the Chinese trade. Improved methods and machines are to be introduced. Inspection bureaus under experts in silk manufacture are being established at the six centers of the industry with duties akin to those of the agricultural experts here.

The returns of Chinese revenue for the past year largely exceed the estimates, and are ahead of any previous year. The motor boats on the great river are crowded with both passengers and freight, and six new motor boats are now being built.

CORNERS IN NECESSARIES

THE Supreme Court of the United States has now construed the first section of the Sherman Anti-Trust law, which forbids restraint of trade or commerce, as applicable to indirect restraint.

An indictment was returned in the New York Federal Court against James Patten and three of his associates for conspiring to run an alleged corner in cotton.

The validity of the indictment was challenged by the defendants. It was admitted by the government that to confirm the indictment it was necessary that the lower court should have held that a "withholding" of the cotton from the market was charged. The majority of the justices of the Supreme Court held the indictment valid, and James Patten and his co-defendants must now go to trial.

Justice Vandevanter delivered the opinion for the majority of the court. He held that it is not necessary that parties should agree to suppress competition among themselves to make them punishable under the act. The conspiracy to "create artificial conditions which necessarily impede or burden the due course of such trade or commerce, or restrict the common liberty to engage therein," is forbidden by the act.

Speculative contracts or purchases of the necessities of life with a view to forcing up the market price for the benefit of the speculators are now put under the ban of the law. The right of the people at large to create the market price by the unfeathered operation of the law of supply and demand in open and normal market is affirmed.

It is to be understood that this law applies to interstate commerce only.

The jurisdiction of each state covers contracts entered into and to be completely carried through within its own boundaries.

The dissent of Justices White, Hughes and Lurton was based on the technical construction of the decision of the lower court, and not on the wording and legitimate meaning of the section of the Sherman act in question.

Letters From the People

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Views Have Changed

Portland, Or., Jan. 3.—To the Editor of The Journal—A little less than a year ago, after having lived in Portland only a few months, I found myself out of employment, and after having made several unsuccessful attempts to get work, and having a small family to support, I pushed the little netted at local newspapers, because they boasted of Portland's "greatness."

In that frame of mind, I wrote a letter to the editor of The Journal, told of my fruitless search for work and mildly hinted that a city boasting of "greatness" should offer those who eagerly look for an opportunity to exchange their services for a living before it boasted of its "greatness."

After the publication in The Journal of my plain letter, I was fairly showered with offers of employment.

This gave me an idea of what a newspaper of The Journal kind can do even in small matters, so when Mr. Suren of The Journal advertising staff suggested that I enter a yearly contract for advertising in The Journal, there was no argument, he needed to convince me of the advisability to do so.

I have followed carpentry until I understand how to manage it as a business on my own account, but lacking the means to build myself a house, I am content to let others do it, and being a stranger, chances to "get in" seemed small, but I put in a two line ad. in your paper, reading: A. E. Wikstrom, house, office, store repairing, remodeling, building. Woodlawn 2029.

In less than 30 days after my ad. appeared the first time I had nearly \$3000 worth of work through that ad. Part of that was for one fair sized job remodeling an old house located at Thirty-third and East Main street, which anyone is welcome to inspect, as it is nearly completed. The other part was for a number of small jobs which, though small, were just as heartily appreciated, because I have started in business to take anything that comes my way except unearned money—no chance to do that yet.

My object in writing this letter is to tell you that my opinion about Portland's claim to "greatness" is changed, not because I have made "strides" in the direction of financial betterment, for I haven't, owing to the fact that, without money, friends and pull, one cannot do more than what he is paid for in order later to get more pay for what one does, but I am confident that one can get along here in Portland if he uses the right means of making known his wants and requirements.

Right now, though, I haven't more than two weeks' work ahead in sight. I am confident that before two weeks are past someone wanting a house built or repaired will appreciate finding my little two line ad. in The Journal as much as I shall appreciate his patronage. I bank you for what The Journal has done for me in the past and the business that it will bring me in the future. A. E. WIKSTROM, 45 West Summer street.

"Our Boasted Prosperity"

Portland, Jan. 5.—To the Editor of The Journal—Is the high cost of living in two weeks' work ahead in sight? That should depend on the financial position of the person concerned. It is not likely that our millionaires are seriously worried by the high prices of the necessities of life.

In the report of commodity prices for May 1, 1912, Bradstreet's shows the index number \$9.27, the highest on record. The index figures for May for each year since 1904 are given as follows: 1904, 7.74; 1905, 7.83; 1906, 8.17; 1907, 8.24; 1908, 8.57; 1909, 8.80; 1910, 9.05; 1911, 9.84; 1912, 9.27. This is an increase in price of 16.3 per cent from 1904 to 1912.

John Mitchell, in his book on "Organized Labor," published in 1904 or earlier, says: "For the great mass of unskilled workmen" residing in towns and cities with a population of from 5000 to 100,000 the fair wage, a wage consistent with American standards of living, should not be less than \$600 a year." The rise in prices would require \$700 in 1912 to purchase what could be had for \$600 in 1904.

Professor R. C. Chapin, recently investigating living conditions in New York City, estimated that a family consisting of a man, wife and three children under 14 could maintain a normal standard, at least so far as the physical man is concerned, on an annual income of \$900.

In November, 1912, an officer of the striking Chicago meat packers' union presented to the wage arbitration board an itemized budget showing the least a family of five should receive to maintain a decent living, and with no allowance for any luxuries, was \$1154 a year. "Wages in the United States," has made

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

To arbitrate, or not to arbitrate, is the question—or one of them.

The Turk seems to be a case of the under dog with no friends.

When Mr. Cleveland visits the White House, his memory will be busy.

When a hard frost does strike southern California it does a heap of mischief.

It might be more interesting if Col. Roosevelt would come out to Idaho and say it.

Mr. Stocker is having a "fine time" opening the new mill, and saying "it's a little good as possible."

Many people are expecting the coming legislature to be the best one yet in Oregon, but don't expect too much.

William Rockefeller seems to be nervous about the possibility of being convicted of something and sentenced to a term in prison.

To make reasonable appropriations supply reasonable demands is always a difficult if not an impossible problem to solve.

The next president will have a lot of large and important public questions on his hands, and can't afford to play politics in the campaign.

T. H. Sheridan was formerly a prominent citizen of Douglas county, Or., and his old friends in that county, Oregon friends think none the less favorably of him because he is temporarily confined in an Idaho jail.

It is said that it is unlawful for the police as well as anybody else to shoot a cat. It is true, but it is not unlawful to shoot some cats with bullets from a bean shooter. How is it that the use of such instrument makes cat shooting lawful and doubtless he would make a good job to shoot about three-fourths of the cats.

Folly of De Lesseps' Canal Enterprise in Panama

Joseph Bucklin Bishop in Scribner's. At intervals there is presented a performance of opera-bouffe in a grisly setting of pestilence and death, with the leading actor, the powerful, dignified, and entertaining, dancing and acrobatic, in the front of the stage, blissfully unconscious apparently of everything except his own capers. His deeds and doings fill large space in the record, and have for many years been the subject of animated and bitter controversy. Was he an enthusiast so blind as to be irresponsible, or was he pushed to the limit by the will of others to adopt any means to secure it, or was he the foremost impostor of his time? The record of his proceedings may be left to supply the correct answer to these questions.

It is surely, no great engineering work was ever undertaken in a more jocular spirit than Ferdinand de Lesseps exhibited when he entered upon his second task as the world's chief canal builder. His success with the Suez canal seemed to have turned his head so completely that he obtained credit virtually invisible to him. He was the first promoter of the age, the flamboyant collector of capital under whose seductive appeals all French purses flew open. Had he been an engineer his appeals would necessarily have been directed to the pocket of the business confidence, that jaunty disregard of all difficulties, which made them so attractive and so nearly irresistible to his own people. If he saw obstacles, he refused to take cognizance of them. When trained engineers called his attention to them, he pushed them aside as unworthy of serious attention. He had cut a sea level canal through the isthmus of Suez; he would cut a sea level canal through the isthmus of Panama.

For several years before the American government took the task of opening a waterway across the isthmus, there were visible from the car windows of Panama railway trains long rows of abandoned locomotives, dump cars, excavating and other machinery partially

hidden by a jungle growth of creeping vines. Visitors were told that this was "old French machinery," standing where it had been left when the French company collapsed 20 years earlier. The little locomotives and cars, almost toy-like in appearance when compared with those in use by the Americans, bore eloquent testimony to the irresistible forward march of mechanical invention. Time had retired them from active service as completely as if they had never existed, leaving them stranded as mere "junk" along the wayside of progress.

Covered with the rotting mantle of vine and green fungus, and overshadowed by waving palms, they stood in silent dignity as the fitting monuments of a "lost cause," making a spectacle so eloquent with the sadness of failure, the pathos of defeat, that few beholders could contemplate it unmoved, and no Frenchman could look upon it with eyes undimmed.

The story told by these silent witnesses was a true one, for the record of French effort and failure at Panama, with its mingling of folly, absurdity, greed, contempt for the natives, and no Frenchman could look upon it with eyes undimmed.

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OREGON SIDELIGHTS

One of the evasive deeds of Malheur county, the Democrat says, is a county poor farm. It seems the indictment now provided for by means of outright appropriation.

The Paisley Press demands that the city council legislate against the cowboys and cows that eat the provisions out of the wagons of farmers who come to Paisley to market.

Marshfield Record: The new police call system to be used in Marshfield is ready to operate by the telephone call. There will be three police call boxes and lights.

The new creamery of the Lower Columbia Farmers' company, the Astoria Budget says, will soon be churning five tons of butter per day. William Kelly, an expert from Independence, is to take charge as manager.

The Lakeside Examiner, with its New Year issue, started its third fourth year, and the Examiner makes no complaint regarding the treatment of the people of Lake county as according him and his paper.

Lebanon Tribune: In several Lebanon yards roses are yet in bloom. In the past several days the weather has been below zero weather. These facts ought to be sufficient to satisfy anyone seeking a mild and salubrious climate that Oregon is the place to live.

Bend Bulletin: No better tribute to the advancement of Bend, Oregon, could be asked than that afforded by the opening of its splendid new banking building. The new town, but 28 years old, which up to 18 months ago was a 100 miles from a railroad, could warrant such a structure, is remarkable.

Stanford Standard: The Christmas party at M. C. Berger's was photographed with the men folks in their shirt sleeves and the women in summer dresses on a mild and salubrious climate that Oregon is the place to live.

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