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I love vast libraries; yet there is a doubt if one is better with them or without.

Unless he use them wisely, and, indeed, knows the high art of what and how to read.

—J. G. Saxe.

SAN FRANCISCO'S EXAMPLE

SAN FRANCISCO voted approximately four to one for municipal street railways last Tuesday.

Bonds in the amount of \$3,500,000 were authorized. In a total vote of 65,473 based on a registration of 141,254 the margin for bonds over a necessary two-thirds majority was three votes less than 3,000.

Thus San Francisco became committed to the policy of city owned carlines.

The total vote was less than one-half the registered vote, but the bonds carried in each of the thirteen assembly districts of the city.

In some districts the vote was seven to one for the bonds, and in others five to one. One precinct voted 313 for and 13 against the bonds.

The bonds authorized are to bear interest at 5 per cent. They are of the character known as serials, redemptions beginning at the end of five years from December 1st next, the date of the proposed issue, and continuing at the rate of \$100,000 a year for thirty-five years.

Municipal street railways are largely an experiment in America, and the significance of the San Francisco vote is found in the fact that patrons of car lines in that city are up in arms against the United Railroads, whose 260 miles of tracks will thus come in direct competition with tracks owned and operated by the people.

Municipal control was not forced by the people so much as it was promoted by arbitrary refusal of management of existing lines to serve the people adequately and at a fair price.

Patrick Calhoun, under whose direction the United Railroads operated, retired on the eve of the election for municipal control, but Mr. Calhoun's retirement failed to stem the tide of public sentiment.

The old policy of the railway companies towards the public brought government regulation of rates. The old policy of express companies has brought an order from the Interstate Commerce commission to lower rates. The old policy of the United Railroads has brought San Francisco to the threshold of municipal railroads.

The San Francisco lesson is as plain as a pikestaff. Had the United Railroads dealt fairly with the people there would not now be the competition of a municipal system. Privately owned street railways should earn fair dividends on actual valuations, but they should not demand profits on inflation.

It has not been proved that municipal control of street railways in the United States is an assured success. But San Francisco proves that the people sometimes prefer an experiment to continuation of a system that builds itself up on the people's nickels. Street car managements everywhere should give heed to the San Francisco example. Municipal ownership can be headed off by square and fair dealing with the people—and that means adequate service and reasonable rates.

PART TIME EDUCATION

DEPARTMENT store owners will cooperate with the Industrial Welfare Commission in devising a plan whereby minor employees may continue their education while at work.

Nothing less was expected of the employers, for they had already shown full sympathy with the minimum wage investigation and a disposition to be fair in every particular.

The problem is not simple of solution. Employers cannot be expected to accede gracefully to an arrangement which might destroy a large part of the employees' usefulness. One plan suggested contemplates allowing the employee certain hours each day in school. Another plan proposes attendance at night schools. The former is objected to by the employers as too great an interruption to business. The latter plan may be objectionable because it would take boys and girls away from home at night.

Worcester, Massachusetts, has decided upon a plan of part-time education by which boys and girls will work one week and go to school the next. The scheme is intended for those who leave the grammar school and enter blind-alley occupations because of lack of preparation for any skilled work. It is proposed to find factories, stores and offices that will employ them on a part-time basis. Worcester employers are said to be willing to cooperate with the school authorities,

although there is some inconvenience in having two sets of boys and girls for the same work.

Worcester educators believe the half-time pupils will get a better education than many full timers, because work will make school attractive and a week with textbooks and lessons will make work interesting and easy.

Half time means half pay in Worcester, and half pay means a willingness to make a sacrifice for the sake of an education. Worcester will spend a year finding out how many boys and girls and their parents are willing to make the sacrifice.

HUERTA'S METHODS

WHEN Huerta became provisional president of Mexico he announced that order was to be his first law. At a banquet in Mexico City last March he promised to restore order, constitution or no constitution. He gave notice that any district which opposed him would be depopulated if that were the only way order could be secured.

Huerta has kept his promise to disregard the constitution, but he has not restored order, and neither can he restore it. Order cannot be secured in Mexico until the chief cause of disorder is removed—and that is Huerta. Peace at the sacrifice of sanctioning a murderer's ambition would be won at too high a cost.

Immediately after announcing his policy Huerta began his execution. Mexicans who dared to criticize the government were put in jail. Two Spaniards were deported. Two papers in Mexico City were suppressed and the editor of another paper at Tampico was thrown into jail. But this was only the beginning of a dictator's reign.

Mexican soldiers buy or steal their own rations. Under Diaz the soldiers were paid 62 cents a day. Madero raised their pay to \$1, and Huerta to \$1.50. But the higher pay was not sufficient to attract recruits, and so Huerta resorted to kidnapping in the cities. A kidnapped Mexican appealed to the courts, but the federal supreme court sustained the dictator.

Huerta carried out his threat of depopulation in the state of Morelos. There he was unable to suppress the bandit king Emiliano Zapata. Depopulation was resorted to. The governor and legislature protested, and were at once surrounded by soldiers and sent to prison in Mexico City. Then Huerta entered upon his larger plan as to Morelos. Some 160,000 inhabitants of the state were ordered to concentrate in three small cities or be treated as rebels. But even these high-handed methods did not conquer Zapata.

Huerta has superseded elected governors by military appointees. He has refused to recognize officials elected by the people during Madero's regime. And yet he has not pacified nor is he pacifying Mexico. Huerta, before he seized power, was an efficient soldier. But he has no conception of civil administration. Even should Mexico be pacified, with Huerta in power there could be no progress or enduring order.

The Mexican problem centers at present in Huerta. His elimination in the immediate future is imperative. Even though the Mexican people are not fully prepared to govern themselves, they are as competent as is Huerta to govern them. In view of the provisional president's methods throughout Mexico, there is little wonder that the United States refuses to sanction a general election called by Huerta, run by Huerta and canvassed by Huerta. Such an election would be a travesty on justice.

PRENATAL FEEDING

THE latest undertaking on the lines of humanitarianism is the establishment in New York of a "prenatal" restaurant by Miss A. Mabel Parker. While a restaurant for prospective mothers is a new thing in America examples are found in France, Germany and Scotland.

In New York the coming mother will be furnished with a noon meal of broth, meat and vegetables, costing five cents, for six months before the birth of her child. Nursing mothers will also receive attention. Lectures to instruct mothers in proper feeding for themselves and children will be given at least once a week. The enterprise is to be sustained by private contributions and is to be non-sectarian.

The movement appears to be getting down to the base of the eugenic question. It is based on the theory that if women had proper nourishment before the birth of their children, fewer under developed and backward children would be born.

It might develop that with increased nutrition before and after birth, there would not be so many criminals, as it is contended that malnutrition is the cause of much crime.

An obstacle in the way of realization of the purposes of the founders of the movement will be found in the mothers themselves. Many of them will not be able to realize that a child should be as carefully cared for before as after birth. The lectures may overcome this in great part.

Congressman Johnson of Washington is urging prompt action by the house rivers and harbors committee on a resolution for a supplemental report on the north jetty at the mouth of the Columbia. Early action will mean that the engineers'

report will be available when the next river and harbor bill is framed.

The Washington congressman is proving a valuable ally in the fight for a deeper Columbia river and forty feet of water over the bar. He is serving the best interests of southwestern and eastern Washington, for those sections of Congressman Johnson's state will not reach full development until the Columbia is open to all ocean traffic.

ROADS AND THE FARMER

SAMUEL HILL'S activity in behalf of good roads has received encouragement from an unexpected source. He recently received a letter from the King of Belgium, and while a king's opinion may be no more valuable than the opinion of any other person, the letter is timely because it points out the economic value of good roads. King Albert says:

I congratulate you on your campaign for good roads. It is a question not always well and clearly understood by the majority of the people. They suppose it is a campaign being undertaken for the profit only of some rich tourists, as if automobilism is a privilege of wealth and not also of practical and general use with public cars, heavy-weight motors, etc.

Since many years I have been convinced that good and numerous roads serve the general welfare of the country—and particularly the progress of agriculture and the development of connecting industries. Roads are a necessary complement of railways, and bring more traffic to these.

King Albert is right in saying that the progress of agriculture is dependent upon good roads. They are the farmer's greatest necessity. Minneapolis recently demonstrated the cost of bad roads to 4069 farmers living within a district of 750 square miles.

On account of bad roads each farmer lost in a year \$1.70 on each acre he farmed; thirteen cents for each ton of produce he hauled one mile; nine per cent of his total crop. He paid as much for bad roads as for labor; more than for feed for his stock; twenty-five times as much as for fertilizer.

The farmers' losses would have bought all the corn produced in the district, or all the wheat, or the oat crop twice over, or all but ten per cent of the potatoes, or all the barley, rye, flaxseed, timothy seed, hay and forage combined. The losses would replace the farm implements or the cattle every three years, the horses every four years, and would pay off the mortgages in three years, with \$100,000 to spare.

That was in Minnesota, where roads are seldom impassable. During winter months they are frozen solid, and it is only at short periods in spring and fall that bottoms fall out of the highways. A similar inquiry into the cost of bad roads in Oregon would prove startling. In a large part of the Pacific northwest highways do not freeze as in Minnesota. They become quagmires, practically impassable even to a light wagon. Hauling of loads over unimproved highways is an impossibility. Bad roads isolate a large section of the country districts.

Improvement of highways is dictated by sound business sense. Poor roads eat up a farmer's profits; they keep him poor; they consume money that should be spent on his farm or for the comfort of his family.

"Has New York a conscience?" asks the Chicago Inter-Ocean, which ought to know that New York is much too practical to fool with anything of the sort when it could utilize only the first syllable.

The Grand Canyon of the Colorado will now look less like a crack in a kettle and more like a grand canyon—the Colonel having gone away from there.

SEES DAWN OF BRIGHTER DAY

Redmond, Or., Aug. 23, 1913.—To the Editor of The Journal.—It is hardly necessary to your readers to comment upon the good work your paper is doing with those up-to-date editorials published in The Sunday Journal. It is certainly refreshing to read those words of hope and good advice which give the enlightenment of the many dispirited ones who see but little of the light that is growing brighter and brighter amidst the clouds of these turbulent times. Yes, the day of technical church creed is fast drawing to a close and the broader view of universal brotherhood and the greater love for the Christ teachings of peace on earth and good will to all men is beginning to light the world. As the world grows older the winds are blowing toward a new heaven and a new earth. In the white light of modern ideals of life, the vision of a better world, a new and human interest never before known to medieval theologians. The Apocalypse is a picture of some far away heaven, nor is it an epic of the chambers of the soul. It is a prophecy of the life yet to be lived on earth. The New Jerusalem is coming down from heaven; and no chronological chart is needed to discover the beginning of the kingdom of God on earth. It has already begun. The disturbed conditions of the times there are many who will not understand why we should see light amidst the darkness, yet if they will but carefully look and listen they will discover the fact that these disturbing forces are but the wings of dying errors before the onward march of truth. Quoting Bryant: Truth crushed to earth will rise again; the eternal year has no end; But error, wounded, writhes in pain; And dies amid her worshippers.

A READER.

Who Are Responsible?

Rickreall, Or., Aug. 23.—To the Editor of The Journal.—I feel sorry for Diggs and Caminetti, young men to have been drawn into such trouble by a young minister who preaches regularly in a small town in Oregon. And when his position upon the subject was challenged by one of his auditors he lamely apologized for it by saying, "Oh, such things are natural to men."

At the World's Christian Citizenship conference at Portland last June, one of the speakers took the position that the present day dress of women is responsible for the immorality of men.

"You, and you alone," says the modern preacher to young women, "are responsible for the world's morals."

This view of the causes and the remedy for the social evil is as new thing. It is as old as the cry of Adam in the

Garden of Eden: "The woman gave to me, and I did eat."

Men like Diggs and Caminetti, multiplied by the thousands, have spent their lives and fortunes in seducing young girls and then leaving them to drift down to their graves—nameless, shameless wrecks—and while they were trusted by the world and tolerated by the church, they have been the cause of the "frailty" of women. It is "natural," evidently, for people to ostracize the woman in the case and lionize the man. But, as someone has said, "the world is awakening to the true state of affairs, and is determined to bring to task the old offender in this crime against society." Men will never make good in morals until they are held responsible for their own immorality. They must know that what is a sin in a woman is a sin in them as well—that it is their own process of thought, their own corrupt and evil hearts, that brings a penalty upon them.

They must be taught in just this manner of dealing with them in the courts, that to lean upon a good woman for a prop for good morals is no virtue in them; and that they can no longer count on responsibility for crime by hiding behind the skirts of a woman, no matter how immoral she may be.

A MOTHER OF MEN.

Water Supply and Typhoid.

Portland, Aug. 23.—To the Editor of The Journal.—The typhoid fever has its clutches on Oregon City and the source, from all accounts, cannot be discovered. There is only one solution of the mystery; that is the growth of the city, and the remedy is to take the water from the Clackamas above the paper mill dam, where the water runs over a gravel bed. As an old resident of the '70s, I can say that in those days, even with the water of the Willamette, there was not much sickness. But increased population everywhere has caused more sewer discharge into the river, and the wash of decaying vegetation off the land must have made a great change in the water.

The Clackamas is pure mountain water, flowing swiftly over a bed of gravel, and does not have so many impure streams flowing into it as the Willamette has.

It is likely, too, that the vegetables from the gardens may have something to do with it. In the early days there were no market gardens. Vegetables were brought from the country, whence they should be brought. The Chinese, for example, are expert gardeners, but they always use filthy means of fertilization.

OSBORNE YATES.

The Advancement of the Negro.

From the Nebraska State Journal.

More than eight per cent of the total wealth of the negro race is invested in church property. Fifty years ago emancipation time, the negroes had scarcely any means of religious development. But 100 negro Sunday schools, and there were but three institutions of higher learning where a negro could be trained

PERTINENT COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Not quite yet, but nearly, is the summer past; is the harvest ended?

Possibly the next big 50-year job of Uncle Sam will be to make a decent country out of Mexico.

Even so wise and good a man as Dr. Charles W. Eliot doesn't let just how human nature is with reference to sex relations—going to be radically changed, transformed.

In London the populace cheered Jack Johnson, and in Sherburne, Canada, the people manifested rapturous affection for the British boxer.

Welcome to keep both "in their midst."

Having received the nomination of all the parties and factions in New York city for district attorney Mr. Whitman does not make much of a "fight" for re-election.

If easily shocked and "uncourage" adult males, a tendency to endure a short period further, the X-ray and X-rayed adults will cease to perturb their virtue, souls till next summer. It is near fall.

Can women chosen as public employees, being voters and saving men's political rights, give any good reason why they should not state their views, as required by a reasonable rule, the same as men have to do? If women selected will not do this, might it not be well to let them seek other employment, and select other women who are not so femininely fit-ful?

The American lawyers in the Shaw case don't get the chance to make long winded and half splitting arguments before that Canadian judge. He shut them out, and they are now in the doghouse, which will doubtless give them a very poor opinion of Canadian courts and judges. But other people, that is, the American courts and judges were more like those of Canada in this regard.

But if this, that or the other thing should happen in Mexico, what will Wilson do then? They ask the querulous morning newspaper. Will his policy meet this, that and the other conditions that may arise? And so on. But other people, that is, the American courts and judges were more like those of Canada in this regard.

The Spokenman Review pays this tribute to an Oregon town: "La Grande, a town of 10,000 people, which will house the postoffice, the federal court and the officials of the reclamation service. It is a town of the future. The new Lake park and the Crater National forest. Besides the people of La Grande, the people of the surrounding country will move thither the day after tomorrow."

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