# THE JOURNAL

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Pay goodly heed, all ye who And beware of saying, I cant: 'Tis a cowardly word, and apt To idleness, folly and want. -Eliza Cook.

#### OUR QUARREL

OME senators oppose the president's plan of directing the resolution against Huerta, insisting that it be made

But why? Huerta is the government at the Mexican capital. He is the republic. He is all the national institutions. He is the constitution. He is the laws.

He is the Mexican congress. He is the supreme court. He is the people. He is the cabinet. He is the ballot box.

There was a supreme court, but Huerta abolished it by edict. There was a congress, but Huerta adjourned it with soldiers and bayonets, and threw 105 of its members in prison.

There was a constitution, but Huerta superseded it with his personal will. There were laws, but he repealed them and made his personal orders, backed by his artillery, the law

Why should the senate desire to broaden the resolution to include all Mexico, when it is not Mexico, but a desperado with whom they are dealing?

President Wilson seeks to proceed as to retain the good will of the rebels. He wants the resolution so worded that Carranza and his people will not misconstrue its .purport and accept it as partly directed at them. His plan is to hold their confidence and let them solve the great problem of restoring constitutional government in Mexico without armed intervention by the United States.

Our quarrel in Mexico is not with the Mexicans. It is with Huerta and Huertistas. It is not with a people, but with a cutthroat and those who follow him because they fear him.

## - THE MISSING UNEMPLOYED

EW YORK recently had an "unemployed" demonstration. In describing it the Call, the this city without the presence of the unemployed."

Of the people present 90 per the party executive committee to stay away.

that the recruiting agents of radi- not in the cities. calism have done their utmost to magnify an unfortunate situation for the sole purpose of furthering their own propaganda.

It was a good omen that New in the ranks of the radicals. Their program promises nothing to the man who is anxious to work. When the principal Socialist or gan in America takes a view such as the Call took, it is evidence that among the very people the syndicalists hope to enlist as recruits are many who refuse to be misled.

#### CONQUERING THE LAND

own automobile.

ant, for it shows what can be done drayage. by a man who determines to conquer the soil. He was a maker of musical instruments, earning a precarjous living in the city. But he was a man willing to forego some of the comforts that involve a heavy initial outlay. He went on the land determined to stay and was furnished by New York City's

a city lot brought in a small in- 4 1/2 per cent interest, were discome to begin with, and they in- posed of at 101.45. It was the tention. creased to 200 the second year, best price New York has received "That opened the way for us to for its bonds since March 3, 1909. stay," said Nyholm. Next came

## AN EXPERT AND HIS PROPHECY

IKE a prophecy fulfilled, like a dream come true, like a prediction confirmed, the words of Colis P. Huntington of February 6, 1900, concerning common point rates for Astoria, strangely reflect the present commercial status in the North-

It is fourteen years, two months and fifteen days since Mr. Huntington wrote A. B. Hammond of the Columbia river, and of the future of Portland. He dealt in his letter with the relations of Portland to Puget Sound cities, set forth the effect of gravity haul upon the relation of Portland to the Northwest, announced a belief that Astoria should have common terminal rates, and insisted that by making Astoria its embarkadero, Portland could always retain the financial primacy of the Northwest. The Huntington letter was printed in Sunday's Journal, and among other things, it said:

Man cannot change to any considerable extent the works of nature. The Columbia river can have only one outlet, that of course, is Astoria. The watershed of that river is the second largest in the United States, and substantially all of the immense tourage coming from it must follow the gravity line determined by the course of the river to its mouth, where it an be transferred directly to the great ships that are hereafter to do the

If he was anything, Colis P. Huntington was an expert on transportation. The man who could vision the first transcontinental railroad and sense the tremendous influence it was to exert on the affairs of the nation, the man who could peer into the future and read in it the empire a new line of transportation would build on the raw prairies, the man who foresaw the possibilities of fortune to come through linking the Golden State and its chief city by rail with the distant east, knew better than most men know, the forces and elements that have factorship in the making of empires and the building of commercial emporiums.

His letter reflects his ripe wisdom on the subject, after more than thirty years of applied experience. That the gravity haul would be the determining factor in distributing the traffic of the Northwest was his conclusion. His language is that "substantially all the tonnage coming from the Columbia basin must follow the gravity line determined by the course of the river." He went on to say:

This result may be prevented for a time by the people who are interested in real estate, but these people will some time learn that in opposing Astoria as the embarkadero of their region of the country, they been making a mistake; although they may continue to strenuously hold to their views, until the people living on the borders of Puget Sound shall have had time to so increase and improve their facilities for the transfel of tonnage between rail and ship, that the danger and injury to Portland shall have become everywhere recognized, and it might then take years for the gravity line to assert itself-as it is bound to sooner or later other power can compete continuously with gravity. The time to act for Portland and the great country of which she is and will no doubt remain the financial center, is now, and I have no doubt that the wisdom and justification of my action in declaring in favor of making Astoria a common point now, will be seen in the comparatively near future by all people of your part of the country.

In complete fulfillment of the Huntington prophecy, Puget Sound cities, by Portland's inaction, have perfected their facilities for transferring traffic from rail to ship, and strengthened their back country connections, until they have imperiled the supremacy of Portland. They have been allowed to fix the rail rates to the interior, not only for Washington, but for Oregon. As is widely known, the Oregon rates are based on the Washington rates, because Portland has never protested, but has tamely submitted to the Washington

That is to say, Portland with gravity lines determined by the course of the Columbia river, has rates based on the over-mountain haul to Puget Sound. Though cost of haul is everywhere the basis of rate making, the railroads exact 90 cents a ton more for carriage of inter-mountain grain and other products to Astoria than they charge over the Cascade Range of mountains. They lift heavy products to an elevation of 3000 feet and more, for 90 cents a ton less than is charged for the downhill haul by the line of least resistance to Astoria.

They have successfully competed with gravity so far by the application of artificial rules and rates, though Mr. Huntington said 'no other power can compete continuously with gravity."

The contention of this great authority on transportation is exactly the same as that made for a long time by The Journal. Ultimately man-made rates and rules must yield before the law of gravity and before the inexorable transportation maxim, that traffic will follow the line of least resistance because cost of haul must ultimately prevail in determining routes. Emphasizing this view, Mr. Huntington says:

If Astoria shall be made the embarkadero of Portland, only a small percentage of the tonuage of the Columbia river watershed will be lifted over the Cascade mountains to go to Puget Sound; and even that small part and great ships on the sea, are going to determine the line of trade and the direction of tonnage hereafter.

In acting along these lines, I may not be serving my own best interests at present, but the future is longer than the present, and he does well who recognizes the signs of the times and gets out of the way of the inevitable

cent, the Call says, were curiosity the pioneer seems to be past. Peo- sold was 4.49 per cent. seekers. "while the other 10 per ple stick in the cities, hoping cent were anarchists, I. W. W.-ites, against hope that some day they cant, coming, as it did, soon after syndicalists and several other ists will have money enough to secure New York state's disposal of anand ites, who felt it their duty to a farm with all the trimmings. other large block of securities. be there because they were sup- That time comes to but few; the Both issues were in great demand, which have come to our notice in this posed to face the music, and of others remain in the city fighting last week's allotment going to a work. We have met railroad men, telsome Socialists who felt it incum- a losing fight. The land beckons, syndicate, which will pay the city egraph operators, newspaper men and bent upon themselves to be there but a few years of discomfort, a premium of \$942,500, by a mar-

Peter Nyholm's story should fur-The Call's description of New nish incentive to such people. The York's demonstration would fit land is no place for impractical similar events in other cities. It dreamers or those not equipped has been shown that while the un- with thrift and industry. But there employment problem has been is ample opportunity here in Oreacute, the number of men out of gon for all men who are willing to work was much smaller than an- get down on the soil and dig. Ore- of the country who declared at a receives \$5, and out of every hundred nounced estimates. The fact is gon needs such people on the land;

## SHIPPING BY AUTO TRUCK

York's unemployed were not found the discontinuance of rail- He held out a ray of hope in a sidered. It is said that the auto ease to some extent. It can be truck service is taking so much cured, he said, if operated upon in to discontinue service unless the ment is in order as a temporary erably cheaper.

ETER NYHOLM'S story is told new factor in transportation and real cause and actual nature of by the Tacoma Ledger. Sev- presages future development. It cancer. eral years ago, with \$10 in also demonstrates the economic cash, 40 chickens and a \$600 value of good roads. An additional meeting was struck by Dr. J. Colmortgage, he went upon a piece of advantage in auto truck transpor- lins Warren, chairman of the Harlogged-off land. Today he is tation is that products can be vard Cancer Commission, who. worth \$15,000 and rides in his gathered at the point of origin and after reviewing its work, stated delivered direct to the consumer, that the prospect for progress in Peter Nyholm's story is import- thus eliminating the cost of

## NEW YORK CITY'S BONDS

VIDENCE that the financial situation has become decided-ly easier and that money is seeking legtimate investment The chickens which he took from aggregating \$65,000,000, bearing to Oakland. A larger field of hos-

Socialist daily of that city, purchased, the Nyholm family in yield of the bonds will be 4.18 per says, "It was the greatest rally the meantime sticking everlasting-cent, the lowest the city has had for the unemployed ever held in ly to the task of making a home. to pay since 1910, when an issue One trouble with the Pacific of \$50,000,000 was disposed of on Northwest is that there are too a basis of 4.155 per cent. Last | who find in Pisgah a haven of refuge few Peter Nyholms. The day of year the income basis of bonds from the storms and stress of an un-

> This sale of bonds was signifithe figure of 147 other bidders.

## RADIUM AND CANCER

LL hope of curing cancer by number the cures 100 to 1.

Nothing will avail against the NEWS dispatch from La dread disease but the knife, is the Grande says the matter of opinion of Dr. William H. Mayo. at Columbia University. Another

> The only optimistic note at the combatting cancer has never lie benefactor succeeds in all he undermediate discovery of the causes of cancer can scarcely be expected but the scientific commission in re-

slow, he declared.

home evenings "that he may enjoy her society." That ruling treads on dangerous ground in these days of equal rights and reponsibilities

Two Chicago editors fought a lie Jones began gigbloodless duel the other day, one gling with mirth, of them later explaining that blank | which lines, sontrol, cartridges were used. Evidently it was an attempt to make material I whip you for yes-for the joke column. for the joke column.

Detroit has rounded up a batch of bandits ranging in age from 16 to 21 years. They were armed with revolvers, furnishing another illustration of what the pistol does.

There is talk of running Sulzer again for governor of New York. Nobody knows-he might come back. Hi Gill did.

#### Letters From the People

(Communications sent to The Journal for publication in this department should be written on only one side of the paper, should not exceed 300 words in length and must be accompanied by the name and address of the sender. If the writer does not desire to have the name published, he should so state.)

"Discussion is the greatest of all reform ers. It rationalizes everything it touches, it robs principles of all faise sanctity and throws them back on their reasonableness. If they have no reasonableness, it ruthlessly crushes them out of existence and sets up its own conclusions in their stead."—Woodrow Wilson.

On the Topic of Conpensation. Pisgah Home, Lents, April 20,-To he Editor of The Journal-Every argument made in favor of the sale of intoxicating liquor is a purely com- how he figured the bill at \$11, since mercial one. Indeed, no other argu- he only worked two days at \$3 per ment can be made, because its sale day. annot be defended on moral grounds. They tell us that \$350,000,000 is spent | ure it; I just decided on it." every year in the manufacture of liquor, and that the principal part of day. Liquor has trailed its way into will suffer if prohibition is brought it conspicuous in politics. It has cor-\$2,000,000,000 a year is spent by the an added burden upon the shoulders of

In all justice we ask what considerapared to the loss that will be sustained by the state if it is not successful. Ought any more consideration be paid to the liquor dealers than was paid to the southern planter when the slaves were freed? The slave of the southern plenter was in a far better condition than are liquor slaves and their directly traceable to liquor, and the of April 10. state has to pay the cost of prosecution and the maintenance of the courts, an article which "fairly scintillates

been wrecked by the use of liquor, or reckon the price of the misery and services of eminent men and other men and women who undoubtedly would have become eminent but for the use quite right, too, for the article was a of intoxicating liquor. This loss has been incalculable; beside it the loss to pales into insignificance.

As an illustration of this I am quot-As an indistration of this I am quoting a portion of a letter I received from a young man on Easter Sunday. Who was at one time a member of our family at Pisgah Home. This man is capable of holding positions of trust and honor with banks, newspapers, and honor with banks, newspapers, courts and law offices if it were not in the profit of the lower rates its merchants will pay on traffic that goes to who interviewed me was in possession of the lower rates its merchants will pay on traffic that goes to who interviewed me was in possession of all the articles appearing in the portion of all the articles appearing in the possession of all the articles appearing in the possession of the canal, for under the new conditions a vessel will be loaded on the Atlantic coast and unloaded on the Atlantic coast and unloaded on the Pacific, and vice versa, instead of having its freight transhipped by rail

The tonnage actually handled from operating a steamer on the Yukon is court to coast is not however as incomplete to the coast of having its freight transhipped by rail to coast is not however as incomplete to the lower rates its merchants will pay on traffic that goes to the time taken in transit approximately the same as is now taken by the railroads diversions of business is naturally to be expected.

The tonnage actually handled from the Yukon is coast in not have a coast is not however as incomplete the coast of having its freight transhipped by rail toward the end of the season or by the canal, for under the new conditions a vessel will be loaded on the Atlantic coast and unloaded on the Pacific, and vice versa, instead of having its freight transhipped by rail toward the end of the season or by the same as is now taken by the railroads diversions of the time taken in transit approximately the same as is now taken by the railroads diversions of the time taken in transit approximately the same as is now taken by the railroads diversions of the time taken in transit approximately toward the end of the time taken in trans courts and law offices if it were not for the use of liquor. He has proved this by holding positions for a while and being forced to leave them, to the egret of his employer. The following s an excerpt from the letter:

"Notwithstanding my own many backslidings, I know the influence of your wonderfully upbuilding work for the many who without home or friends face suicide or the penitentiary, and certain life."

This man's life has been wrecked by the use of intoxicating liquor, and his life is worth more than all the money that the liquor dealers will lose by prohibition,

This is only one of the many cases lawyers whose lives have been wrecked because they had been warned by away from the movies and electric gin of only 4 mills on \$100 over useful citizens but for the use of it, that in spite of a lonely little law that

One writer has referred to the loss days they will confise days if you do not pay up?

Iabor would sustain in the hop fields

It is not dishonorable to by prohibition. Out of every hundred dollars spent in the manufacture of manufacture of malted liquors labor recent meeting of the American dollars spent in the manufacture of Society for the Control of Cancer distilled liquors labor receives \$1. Lathat the failures of radium out- bor will be far better off if prohibition is successful,

## PISGAH MOTHER.

Alaskan's Tribute to Pinchot. Fairbanks, Alaska, March 23.-To road service between Cove statement that a change in habits ure at reading, last night in our local anti-that. The city is infested, so to burdens so that they will not continue anti-that. The city is infested, so to burdens so that they will not continue and Union Junction is being con- and customs may reduce the dis- evening paper, the Fairbanks News- speak, with clubs, societies, fraternito be handicapped indefinitely by high whose creature the Interstate Com-Miner, an article copied from The business from the railroad that the its early stages. Operation is the gantic scheme to gobble up the reto Gifford Pinchot for balking the girailroad officials have threatened only cure, but radium or ray treat- sources of Alaska and making it possible for us to have our railroad, and merchants patronize the railroad palliative where operation is im- Your paper is the only great newspaper instead of the auto truck service, possible, according to Dr. Francis G. I recollect having read which gives Mr. which is much faster and consid- Wood, director of cancer research Pinchot his just due. Further, Seattle is telling the world that Hi Gill's town will, immediately after her Alaska rail-The dispatch is significant in generation will be required, he road celebration, proceed, with the that it indicates the entrance of a said, to furnish knowledge on the Spirit's usual ceremonies in such matters, to burn Gifford Pinchot in effigy! Well, what do you-but that Seattle spirit is a wonder; inconsistency matters not with Seattle! Hear it say: (whatever Seattle's diadem" means), "and proudly she wears it!"

Zoundat Gifford Pinchot, whether he wins the senatorship away from Penrose or not (and we earnestly hope the great pub-AN ALASKAN. We do worry!

Self-Regulation and Liquor.

search work has entered upon a tor of The Journal-Let Mrs. Finney of meat they can get to. Now, take field where progress is sure, though answer this question: Why has not advantage of that fact. Place pieces Brown. they ask us to reform and regulate egg nests for the flies-expose There is one consolation about their business? It is their business, where the flies will get to it and let bond sale last week. Securities those games lost by the Beavers Why don't they see to it? If Mr. them lay as many eggs as they like tilities is monopolizing public at-Mr. Brown is, he should have regulated himself. So it is with the liquor men A Minnesota judge has decided It has been up to them these many The issue was oversubscribed by that a man has the right to inof their business instead of letting it that he has been married only a short a few pigs, and then a cow was more than \$128,000,000. The sist upon his wife remaining at become the pational scandal it is to- time.

# A FEW SMILES

The teacher was telling the children a long, highly embellished story about Santa Claus, and Wil-

which finally got be-"Willie! What did asked the teacher severely. "Fer lyin'-" he promptly answered

同じ加

ame

men

which

when he drinks."

"My husband sees pink elephants "Mine has a worse "How's that."

delusion than that. He sees green dogs, It's very expensive "Why, he goes and buys licenses

Recently, in a justice court in the state of Kansas, some wheat in the tack had been attached, and it benecessary, [ through an order of he court, to have the same threshed. One of the workamong the threshers put in a voucher for \$11.00, seemed en-

for 'em.'

tirely too high to the ETAOINSHRDI The court questioned the workman concerning his labor, and asked him

replied: "Three dollars."

The court then asked him how many days he worked, and the workman replied: "Two days." The court then asked the laborer

The witness replied: "I didn't fig-

this is spent for labor, and that labor office and home. Its money has made about. They fail to tell us, however, that rupted and degraded man. It has put cople of the United States in the pur- taxpayers. If Mrs. Finney can show made for the sale of liquor on moral ates I will vote wet with her next ments unless we are broad minded remains scarcely any redeeming feature about the liquor traffic? O. E. FRANK.

> From Dr. Marie D. Equi. Philadelphia, Pa., April 16 .- To the Editor of The Journal-I have read If the Telegram staff cares to read

Again, who can reckon the loss to with fact and fancy," I refer them and be affected by the opening of the canal, ing of the canal will have a serious ef- Transportation company, the Empire the state of the men whose lives have its reading public to the Telegram's there is no reason why the merchants issue of July 17, 1913. Five months later, on November 6, compete for this traffic with the adsuffering and sorrow of the families of 1913. I was reading that scurrilous vantage of lower freights and quicker to believe that it will be to their ad- These five companies, to cheapen opthe drunkard? The state has lost the article at Sixth and Merrison streets, transit. and was arrested while reading it, and charged with disorderly conduct. And

most disorderly one. That article of July 17, 1913, will the liquor dealer from prohibition attributed to me in my interview with verify any seemingly fanciful remarks the New York World.

I might add, too, that the reporte

## Portland's Pawnshops.

thing of value," and whose lair is with no transhipments that will be competition will be limited to the every other store for one linear mile almost if not quite as rapid by even a movement of traffic only where the on either side of Third street?

Does it need a stranger to call your attention to the fact that you have lantic side, New York is now and al- rate, is lower than the rate charged neither legislation to govern nor societies to interest themselves in the flagrant thievery that goes on in your pawnshops? Are you aware that a man can borrow money in almost any eastern city at the rate of 1 cent a month for every dollar borrowed, and that the law demands a strict accounting of pawnbrokers?

Are you aware that no pawnshop in Portland will lend you a dollar without forcing you to pay from 20 to 50 cents at the end of 30 days for the by liquor, and who would have made use of that dollar? And do you know What is the loss to the liquor dealer as provides for your property being kept compared to the loss of these lives?

It is not dishonorable to be hungry and in distress, even though improvi- and we prosper with them; starve them dence be plainly indicated; but it is and we starve with them." radium has been abandoned bread, shoes, clothing and dry goods human nature to seek the sunshing by some of the foremost sur- labor receives from \$21 to \$25. Out of side of life and to turn our heads away side of life and to turn our heads away geons and research workers every hundred dollars spent in the from that place where lies the darkness. Nevertheless, it is my painful the roads as sellers of but one thingduty to remind the basker in the sun service-and the buyers of many that if he should unfortunately be things. They buy labor in greater of some of those roads whose finan- Chisona diggings. called upon to pawn his wife's wedding quantity, perhaps, than any other busring (as I did) for \$3, the principal iness; their purchases of equipment into them all the spare cash I had. and interest at any pawnshop in Port- make up the greatest bulk of the orland will not be less than \$9. Also ders received by many huge manufac- of the roads in which I had invested fringe of that country as yet. he will pay the interest every 30 days turing concerns. The roads say that to give me in as great detail as posor lose his wife's wedding ring.

You are strong here in Portland on equipment, they need to build feeders the last few years; I'd digest the facts. the Editor of The Journal-I cannot social, mental and every other kind of and branches, new lines and terminals; and then get into touch with my conresist the desire to express my pleas- uplift. You are anti-this, and you are they need to readjust their financing gressman and let him have the facts. ties and organizations of which the interest charges. Journal, in which you give great credit object is the making of Portland into model city.

them, say the railroad managers, and find out the facts. So, if you can be with them, is such a flagrant abuse dictating rates—the price of the only show that your prosperity is suffera model city.

as your pawnshop system unworthy of thing they have to sell-money own- ing because the railroads are not getlegislation? Is it because your legis- ers don't care to advance loans on rail- ting a square deal you can do a great lators dislike to create precedent? Discussion is indeed a great reform-

er, but it needs two people on equal terms to make effective discussion. No amount of discussion can rationalize brazen theft. Thousands of needy people must submit to the terms of your see, smiled when the talk turned to the pawnshops or go hungry. I respect- rather strange stunts essayed by some fully submit to you that this is a case men. He said he was reminded of to where publicity alone can effect jus- party named Brown. tice, and that just one half of the in-"Alaska is the crowning jewel in terest that is being bestowed on "fly that swatting campaigns" would quickly set the wheels of justice in motion. S. O. AKED.

> Plan for Exterminating Flies. Silverton, Or., April 20 .- To the Edi-

tor of The Journal-I would like to of being robbed?" seemed so bright as now. Im- takes), will surely come into his own. suggest a method by which, if properly carried out, all flies could be extermi- put it there for my own protection. nated. Every housewife knows what pests the egg laying flies are in spring, | friend. Reedville, Or., April 20 .- To the Edi- and how they lay eggs in every piece ing." the liquor traffic made some move to of tainted meat-liver would be best, cleanse its own business? Why do as the cavities in it would make ideal Brown kills a man the state doesn't All there is left to do then is to colregulate Mr. Brown, but does some- lect the meat after it is filled with HENRY SCHMIDBAUER.

If a man dodges when his wife

# PERTINENT COMMENT AND NEWS IN BRIEF

SMALL CHANGE

An eight hour working day law won't work in some cases; that of farmers, for example.

It is very difficult for the average man who has once held office ever to realize that he has become a has-been. After long deliberation, a New Hamp-

shire judge has rendered a decision in the Thaw case, but it is said that it amounts to nothing, and leaves Thaw An hour each week, and that on the

moral aliment. In Curry county two men who killed

two other men, alleging that they mis-took them for deer, have been indicted for manslaughter. Some convictions on this account are overdue. There can be no menopoly of or upon that great highway of nature, the sea. And to carry passengers and freight thereon requires no right of

OREGON SIDELIGHTS

By an entertainment at Enterprise, a group of public spirited ladies have netted \$121.59 for the library book fund.

Silverton has just voted down, for the second time, a \$20,000 school build-ing bond issue. It is stated that the ng bond issue. It is stated that the bjection is to the plans, and not to the

Milton's \$18,000 20-year, 5 per cent bond issue, voted by the taxpayers re-cently for the extension and improveweekly holiday, is not much time to ment of the light and water systems, spend in attending a good place, a has been sold at par to Spokane inchurch, and obtaining spiritual and vestors.

> In the last 60 days the membership of the Farmers' union at Myrtle Point, which had been on the point of disbanding, has grown from 14 to 111, Sentinel, made. This wood is not only very according to which says further additions are in- aromatic, but it is free from gum and dicated.

sea. And to carry passents of now has a freight thereon requires no right of listed by Sam Cotton, formerly way, no roadbed and rails, no capital listed by Sam Cotton, formerly way, no roadbed and rails, no capital listed by Sam Cotton, formerly way, no roadbed and rails, no capital listed by Sam Cotton, formerly way. It is known as the Nehalem Times. In the natural course of events the pushers, and to be a little contention to be a little contention.

## EFFECTS OF CANAL ON COAST COMMERCE

in World's Work.

crimes.

Though the Panama canal is for the benefit of the entire world, and though sible. the purpose of the United States is to ports and the Gulf ports should benepermit its use upon equal terms by all fit by the traffic moving from the worked on the Willamette river as nations, the underlying idea in its con- middle west to Pacific ports, because Well as the Columbia. I was on the struction was not enirely philanthropic. Our motives were not wholly distiner- the canal, although in order to secure 'Dixie Thompson,' 'Lurline,' 'Undine' ested, because we believed that the any considerable portion of this traf- and 'Bailey Gatzert.' operation of the new waterway not only would more than double the efficiency of our navy, but would especially stim- steamship service. ulate American industries. It is not possible to forecast with any degree of certainty the effect that a shorter chase of this liquor. The liquor dealers realize that no defense can be
ers realize that no defense can be
enough to carry the wreckage it crethe world, but as experience has shown

Toute between the Atlantic and the raterests will be of particular that the purme where the revenue of liquor is
cific will have upon the commerce of
the world, but as experience has shown

Toute will find it to their commercial torn improve working as deckbands and that an increase in transportation fa- route will find it to their commercial torn jumpers working as deckhands or fall. Bible sayings are poor argu- cilities such as the canal will bring advantages to buy coal supplies at firemen, who in the states were docabout invariably tends to rapid devel- Pacific ports north and south of the tors, lawyers, civil engineers and tion should be paid to the loss that enough to grasp the meaning of all it opment of traffic, it is only reasonable will be sustained by the liquor dealers has to give on this subject. But why to assume that existing trade condiprohibition is successful, as com- quibble over the question, when there tions in various quarters of the globe of the new waterway. The cheapness and you soon saw the real stuff that will undergo more or less important of American coal, with the vast quan-

changes. It is difficult to foresee how United States can preserve to itself the economic advantages which the Panama canal holds out to the world, if our promise that the new waterway shall be available to vessels of all cisco and New York by way of the We brought out on one trip \$2,700,000 families. Everybody knows that nine-tenths of the crimes committed are up given me in the Evening Telegram and conditions is fulfilled. However, as the United States is so much nearer than countries of Europe to ports on the Pacific ocean whose commerce will to be the popular view, that the open- pany, the North American Trading and of our country may not successfully continental railroads of the United Transportation company and the Se-

> because of the lower rates its sthmus of Tehuantepec. Other ports portant as that which originates at in-Portland, April 21 .- To the Editor of on the Pacific, such as San Diego, Los terior points and is brought to the dits who have money to loan on "any- the opening of the canal-a service transcontinental railroads. But this ways has been the principal port for by the transcontinental railroads from cargoes moving to and from the Pa- interior points to destination. Mexico. Wilmington, Charleston, Savannah, serve.

> > By John M. Oskison,

railroads cease. There is nothing in

Give the railroads a chance to prosper

As a matter of fact, do you prosper

Rational, After All.

Senator John K. Shields of Tennes-

One afternoon Brown was standing

on the corner when he was approached

by a friend. Friend noticed that the

flap of one of his coat pockets was

pin. Greatly the friend wondered,

motive through."

ing the summer.

he, "all clean and slick,

pinned down by a blanket sized safety

the friend, pointing to the pin. "'Fraid

"No." answered Brown, languilly, "

"Come again," returned the perplexed

"Hole in the pocket," explained

Smashing the Record.

Say, talk about your steppers!

"My daughter 'twas," said he.

She broke the record lately.

"For the turkey trot, did she.

"She made the rest of look sick."

"She broke the trotting record," said

"What horse was that?" I asked him.

Furs are worn by lady beavers dur-

"You have got me to guess-

"Big enough to drop a loco-

"What's the matter, Brown?" queried

when the railroads are on Easy street?

how much he charged per day. He Theodore P. Shonts, Chairman of the New Orleans, Mobile, Galveston, Pen-Second Isthmian Canal Commission, sacola, and many smaller cities on the Atlantic and Gulf coasts are preparing for new trade possibilities when the short water route shall be accesthey are from 600 to 800 miles nearer 'Carrie,' the fic these southern ports must be fur-

> The impetus which the Panama canal and at the great coaling station tities of it mined at points which will was in a man. be much nearer those ports than any other of equal quality, will enable the United States to dispose of large quantities of it from these centers.

The water route between San Fran-Panama canal is almost 8000 miles in gold dust. shorter than by the old method of As to which of our competitive cen-ters of trade in the United States are be most seriously affected is that "Na

across the Isthmus of Panama or the coast to coast is not, however, as im- about five times more than on the reform, how about those genteel ban- will derive a similar advantage from rates quoted by competitors of the Dawson. 16-knot ship as that now given by the railroad rate for the haul from interior a boat to the extent of a few hundred transcontinental railroads. On the At- points to the seaboard, plus the ocean dollars he would lose his job, but up cific coast, but the opening of the railroads may possibly lose some of ness, nothing is said to him when accanal will undoubtedly result in an in- their cheaper tonnage, but this will cident occurs. crease of that traffic between other be more than made up to them by the Atlantic ports and ports of the Gulf of inevitable increase in higher class traf- arod country were discovered I was Indeed. Boston, Philadelphia, fic that will be brought about by the pushing a barge loaded with supplies Baltimore, Norfolk, Newport News, development of the territory they

many folks, or reduced earnings - do

they affect you personally? Figure it

that the roads were being unjustly

cial history has been soundest and put

Second-I should ask the secretaries

It is dead certain that congress.

merce Commission is, won't

If I were an investor and believed

WHEN THE RAILROADS PROSPER

all this warfare for you or for me. smallest possible number. Idleness of

This banker-author correctly pictures treated by the government there are

they need a vast quantity of . new sible the facts concerning earnings in

With the government standing over sandbagging railroads long after they

rates. Under the circumstances, the roads won't help.

out for yourself.

two things I should do:

#### "I was born on Clatsop Plains, August 12, 1852. When I was a boy wheeler Reporter: Nehalem (13) gust 12, 1852. When I was a boy now has a newspaper edited and pubsirable seemed working on the river. When I was 17 years old I got a job on the U.S. Grant at the mouth New Jersey, sentenced to only short terms, have been let out of prison soon after incarceration, by which act the respective pencil pushers. It is a case of the survival of the fittes on after incarceration, by which act the pardon court gives encouragement to the commission of like detestable even though our intentions may be shown in the control of the Columbia. Later I went to work on the 'Varuna,' owned by my brother, Captain J. H. D. Gray, The country of the commission of like detestable even though our intentions may be shown in the control of the columbia.

makes splendid cedar chests.

'Varuna' only drew nine or ten feet; She was very fast. We plied between Astoria and the government forts, taking supplies to them and also towing ships over the Columbia bar. I was appointed a captain before I was 21. My license was signed by Captain George H. Flavell and Captain George H. Flanders. 1 had piloted vessels across the bar before I but on my twenty-first birthday a The more southerly Atlantic State pilot's branch was issued to me "In 1872 I came to Portland and

IN EARLIER DAYS

By Fred Lockley.

"My father, Dr. W. H. Gray, like

most of the pioneers, had but little

money to spend in advancing the in-

terests of Oregon," said Captain James

T. Gray. "He did give his time and

energy, however, toward the upbuild-

ing of our state. My father and his

son-in-law, Jacob Kamm, went with

Secretary W. H. Seward to Alaska, on

the steamer Geo. S. Wright. Father

came home a great believer in Alaska

a great mistake in relinquishing to

Great Britain the territory south of

54-40 and making 49 degrees our

Sitka two Alaska cedar logs, the first

exportation of Alaska timber to be

"Father brought back to Portland from

"He thought the United States made

and a thorough expansionist.

northern boundary.

"In 1898 I went to British Columnished with a regular and dependable bia to superintend the construction of the steamer 'Nahline,' which was to run on the Stikine river.

'Vancouver.'

"In 1899 I went to Alaska to take canal will give to American coal in- charge of the steamer 'Robert Kerr.' terests will be of particular import- I found Alaska was a place where a members of the learned professions,

'The company I worked for was called the K. M. T. & T. company, or, to give its full title, The Klondike Mining, Trading and Transportation Corporation of London, England, Ltd.

"By 1901 there were five principal travel through the Straits of Magelian. companies operating on the river. They Nevertheless, I do not hold what seems were the Alaska Commercial comfect upon the business of the trans- Transportation company, the Blue Star States; on the contrary, I am inclined attle & Yokon Transportation company. vantage so soon as trade conditions eration, combined into one company, adjust themselves. The traffic of the called the Northern Navigation com-

"Navigation on the Yukon opens most likely to be affected by the capal, that is problem-On the Pacific side. San Fran- and vice versa. With this traffic the this time the boats are actually movof a distributing center than at prestion; and, as their rates will be lower ing tied up on dark or stormy nights

Columbia. "It takes from 14 to 18 days to The Journal—Speaking about needed Angeles, Portland, Seattle and Tacoma, coast to take advantage of the low make the trip from St. Michaels to The fare fluctuates from \$50

to \$100 for the trip. "On the Columbia if a plict infures there it is so hard to get a pilot trained to know the river that except The in case of gross negligence or careless-

"When the new diggings in the Idit up the river. Flour was worth \$40 a barrel; bacon 50 cents a pound; sugar about the same. My 200 tons of cargo was worth over \$100,000. I struck submerged snag. The barge sank and nearly pulled the steamer under also I had to raise the barge and patch it new equipment is not bought, the Says a banker who is also a writer: new feeders are not built, the new and supplies were a total loss.
"Let this bitterness against the terminals are put off, the operating and supplies were a total loss." up under water. The flour, sugar forces of the roads are reduced to the Porcupine river in northeastern Alaska "I took the surveying party up the

to make the boundary survey, I have been over 300 miles up the Porcupine. mouth of the Koyukuk river to Bettles, 550 miles from where it joins the Yukon, and I took a boat last season

First-I should pick out the bonds for 700 miles up the Tapana, to the "There are wonderful trade opportunities in southeastern Alaska for Portland. We have only touched the "On September 17, 1879, I married

## General O. O. Howard, at Vancouver, Pointed Paragraphs

Miss Grace Howard, the daughter of

It's a poor mule that has no kick coming.

The man whose credit is good need not trust to luck. road property except at exorbitant deal to better yourself. Cursing the One drop of guile may make a quart of goodness ferment.

> We must either give up our grouches or our friends. Lots of things and men seem eas:

Many a victor is sorry he won the battle after counting the cost.

It may not be good for man to live alone, but his wife may prefer the alimony. Something should be done to dis-

until one tries to do them.

## lothes are never stylish. The Sunday Journal

The Great Home Newspaper,

ourage the belief that comfortable

consists of Five news sections replete with filustrated features,

Illustrated magazine of quality. Woman's section of rare merit, Pictorial news supplement. Superb comic section.

5 Cents the Copy

Her course is very difficult And at its end you're vexed; She deals out blows, But never shows

"A burnt child dreads the fire"-She touches you with flame; But she will frown That was not in the game!

In Saten's bag of tricks, To learn her bitter lessons Requires a nature strong; You have to fall

Limited Promise From the Chicago Daily News. Reggy - I thought you'd forgiven what I said and promised to forget it

### The Ragtime Muse School of Experience.

Experience, as a teacher. Maintains an iron rule. But would prefer A kindlier sort of school.

But never shows
What pupils should do next.

She teaches you the folly Of buying gilded bricks, But not the names Of other games

For one and all To find out which is wrong.

Peggy-But I didn't promise you forget I'd forgiven it.