

THE JOURNAL
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When You Go Away
Have The Journal sent to your Summer address.

Our remedies oft in ourselves do lie,
Which we ascribe to Heaven;
The fated Globe brings down on us,
Gives us free scope; only, doth backward pull

THE CRISIS
THEIR demand for President Wilson to back down with his anti-trust bills, the Oregon bankers said there is no crisis requiring such legislation.

There is a crisis. The action of the bankers is a crisis. Their demand that the president back down is a crisis.

The crisis is the moral temper of the people in which is projected such a protest as that by the bankers. It is a clamor against supervision of trusts by a trade commission.

It is a crisis if the voice of the bankers is the voice of a considerable number of the people. The bankers demand that there be no supervision and regulation of issues of railroad securities.

It is a crisis when there is serious claim that, for fear it might hurt business, there should be no legislation to compel a dishonest trust magnate to obey the law.

What a crisis it is, if the mood of the American people is such that they will permit the campaign now carried on by the trusts to deter President Wilson from going forward with his program!

Woodrow Wilson should not surrender. He should not allow the great powers of money and combination now opposing him to drive him from his purpose.

THROW OFF THE YOKE OF TRADE TYRANNY

IN PORTLAND, June 29, an examiner from the Interstate Commerce Commission will begin taking testimony in the Astoria case. Ex-Senator Fulton is to appear for the Astoria contention, and everything should be done by Portland people to strengthen his hand.

Nor should the assistance come alone from Portland people. The Astoria case is not a mere Astoria affair. It is not local to Astoria.

It is a Columbia river affair. It is an endeavor that concerns the whole Columbia basin from the mouth of the river to and beyond the British Columbia border.

Its purpose is to free the Columbia river of discriminating trade rates. It is a plan to take from that river the barriers man has set up to artificially guide the flow of commerce in certain special directions.

The Columbia waterway can never rise to its full usefulness with a part of its facilities shackled by artificial regulations. It cannot fully serve the ends of which it is capable until all artificial handicaps are removed.

There is one transportation law that is inexorable. Traffic follows the lines of least resistance, so long as artificial regulations are not set up to prevent. In the Columbia river man has interfered and set up a discrimination and denied common point rates on traffic to the mouth of the river.

Thus, in 1884, the commerce of the Columbia was three times that of Puget Sound; in 1913, it was one seventh that of Puget Sound. And the change was in the face of the fact that the traffic from the interior to Puget Sound had to be dragged over a mountain chain in complete violation of the law of least resistance, while the traffic to the Columbia river was down hill all the way.

The truth is that the railroad rates for the port of the Columbia river are fixed by the desires and requirements of one corner of the state of Washington.

There is extra cost for dragging these trains over the mountains, and it is a heavy cost. The locomotive that can only draw eight loaded cars over the mountains can pull 100 loaded cars down the river into Portland or Astoria.

It is a hearing that concerns every foot of territory and every atom of community life from the mouth of the river to and beyond the Canadian border.

There should be representatives from all these places to give testimony at the hearing. They should go before the representative of the commission and show that removal of the Astoria handicap will be the entering wedge for making the river free, and that in the freedom there will be stimulation for a commerce which will ultimately create a merchant fleet along the entire length of the river, giving impetus to production, affording facilities at every landing place for traffic and driving the region and every point in the region to a revived and re-invigorated development.

The hearing will be a crisis in the history of the Columbia. It should be met. There should be a joining of strength and a union of forces by Columbia river points to throw off the rate tyranny maintained for years for the sole benefit of Puget Sound and Puget Sound points.

There was from 159,287 to 683,731, or 329.2 per cent, whereas the west south central states made a gain in instruments of 372.5 and the mountain states of 371.5 per cent.

The smallest percentage in any part of the country was in the states of Kentucky, Tennessee, Alabama and Mississippi, which gained 198.9 per cent in the number of phones and 220.5 per cent in wire mileage.

The Bell telephone system had 5,037,027 instruments installed in 1912, about four times the number it had in 1902. All other systems reporting an income of \$5000 or more a year had 3,642,563 phones, about three times the number in use in 1902.

There were 1916 large systems in 1912, of which 176 were united in the Bell group. In addition there were 30,317 systems reporting incomes below \$5000 a year. They had 1,228,935 miles of wire in 1912 and 1,402,844 phones.

There are many interesting details in the bulletin. In 1912 there was one telephone for every 91 men, women and children in the country. There were 340,772,803 long distance talks. On an average each phone was talked into 1875 times.

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THE IMPRACTICAL

By Dr. Frank Crane.
(Copyright, 1914, by Frank Crane.)
A gentleman writes me, giving me a sound verbal trouncing because I am not practical.

He is tired of my visionary proposals, my utterly unworkable ideas. The charge he lays at my door is for the most part true. I am not practical. Far be it from me!

I have already defined, and here will define again, what practical means. To propose something which can be accomplished under existing conditions is practical.

That is to say, something which can be done with the men you have, the conditions you have, the customs you have and the money and economic set of things to work with which are at hand.

There are plenty of practical people of 60 years old, setting nothing but an impracticable hubble, but an impracticable haze of dust, from which would presently emerge a tram, visible at 10 yards, operating under the direction of a dust imp—almost immediately followed by another. Over the high embankment would plunge the loads, and the train, once started, rolled all day ceaselessly on its double track, save for the noon hour of rest.

They do not ask, 'What has been?' but 'What ought to be?' They are not sons of Martha, (and all honor to them!) but sons of Mary, and are conceited enough to believe they have chosen 'the better part.'

They are the bystanders, the onlookers. They are the watchmen on the towers of mankind. They do not fight in the ranks.

They are poor partisans. They are citizens of the world. They look to no sect, cult, organization, institution nor party. These accomplish things. The impractical do not want to accomplish, they want to see what is worth while to accomplish.

They speak for humanity, and for no fragment of it. They care as much for the Negro, the Chinese, the Mohammedan as for the chosen people, and for the outcast, the woman and the little child, as far as the taxpayer and the college president.

If we were all impractical, what a world it would be! It takes both kinds.

OLD CLAIMS

The old saying that "hope springs eternal in the human breast" is once more vindicated by the appearance on the scene of a foreign syndicate which has gathered up the bonds of a number of southern cities, that have been repudiated, and on which payment has been refused for nearly half a century.

These bonds were issued during reconstruction time, and the proceeds were used to pay the debts of the southern states. They were sold to a syndicate of carpet baggers, who took charge of the south at that time.

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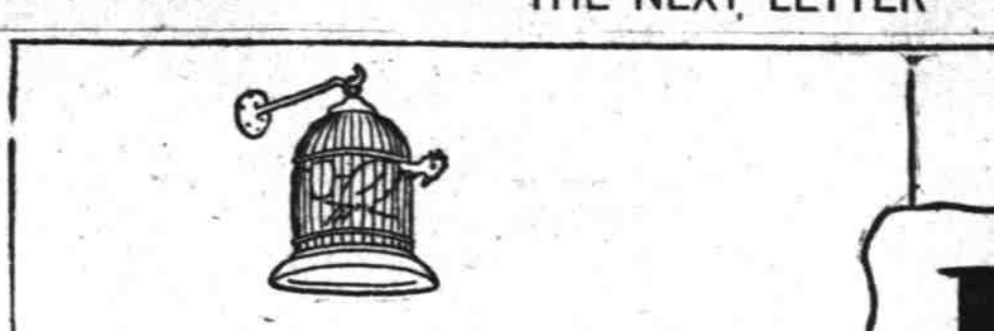
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THE NEXT LETTER



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DIGGING OLD EGYPT FROM THE SANDS

From a Bulletin of the National Geographic Society.
When the announcement is made that some exploration expedition has rescued from the bowels of the earth material that reveals the history of people who lived 3000 and more years ago, few people realize the attendant difficulties and hardships that are frequently undergone for the sake of that branch of science.

These stupendous excavations along the Nile call for equipment on a considerable scale," he says. "Work must be rapid, December 1 to April 1 marks the working year. Every moment is precious. Every carload must come out here. Every shovel of earth must be carefully sifted whenever there is a possibility of a find. Even a basket brigade is sometimes pressed into use. As soon as some apparently valuable piece is located, workmen are called out to excavate. The land of the Nile is watched as the last baskets of earth are removed. Every fragment must be saved and laid away until everything has been uncovered.

"Think of the disappointment when, for example, a magnificent statue comes out headless. Think of the consternation as to the whereabouts of the missing piece and the furore when, perhaps weeks afterward, the lost is found. There is an air of hushed expectancy, which keeps men up under the most tense strain under which the work is of necessity conducted.

"At Deir-el-Bahari the debris had to be carried to an old clasp pit in order to run no risk of covering either temple or tomb. This precaution doubtless saved the eleventh dynasty temple from burial beneath any hope of resurrection. Anyone who took part in this work will never see any dust worth mentioning elsewhere. At a distance of 50 yards a visitor would hear a terrible hubbub, setting nothing but an impenetrable haze of dust, from which would presently emerge a tram, visible at 10 yards, operating under the direction of a dust imp—almost immediately followed by another. Over the high embankment would plunge the loads, and the train, once started, rolled all day ceaselessly on its double track, save for the noon hour of rest.

"America has joined hands with the old world in prosecuting this work. Wonderful are the results attained. Every student of history and literature, every student of the Bible, is vitally concerned in the confirmations yearly coming to light from the sands of Egypt. There is need of haste. The extent the arable district of Egypt is an economic necessity. Accordingly the British government has erected at Assuan the great dam, whose 36 foot head has reced the waters of the Nile back over great areas of hitherto dry ground. Already a dozen temples have been flooded, and ere long will be forever lost to sight. Already beautiful Philes, at the head of the first cataract, is gone. The soil is becoming infiltrated, and the stores of treasures, especially the papyrus manuscripts, are being ruined, even before the waters cover the ground above.

"However, through the genius of the engineer Egypt is being born again. A water-lifting machine, the great Pharaohs is again to play a role among nations. Art and sentiment have been sacrificed to her commercial welfare. The gain to Egypt, through the conservation of these life giving waters in a rainless land, is estimated at \$15,000,000 annually."

marketed, as they ever have been, in the east, and the hop buyers representing the eastern market would continue their activity among the hop growers, just as they are active now. One would think, to read some of the letters published, that the people of Oregon, less than a million in number, swayed down the entire brew from all the hops grown in the Willamette valley.

But again we are told that, if the state goes dry, eastern brewers will boycott the Oregon product. It has long been contended that the liquor interest does business on a "rule or ruin basis." This alleged "boycott" would confirm the truth of the assertion, and in Oregon, as in California, if the destinies of the state are entirely in the hands of the distillers, brewers and manufacturers of wine, the sooner the bonds are dissolved the better.

H. S. HARCOURT.

IN EARLIER DAYS

By Fred Lockley.
At the reunion of the Indian War Veterans recently, I fell into talk with Sol Durbin of Salem. Mr. Durbin is a veteran of Cayuse war.

"Survivors of the Cayuse war are getting pretty scarce," said Mr. Durbin. "I am the youngest of the Cayuse war veterans in attendance this year. There are only four of us. Charley Bolds, St. Nelson, Bill Stillwell and myself."

"We started for Oregon in the spring of '45. After wasting a lot of time and enduring considerable hardship trying to find a road by Meek's cutoff, we finally got to The Dalles. Our family combined with T. Vault, the Tetherows, who later settled on the Luckiemute in Polk county, and with old man Owens to build rafts on which we took the wagons down the river. We hired Indians by giving them shirts, beads and other trade goods, to take the women and children down the river in their canoes.

"We drove our cattle down along the south side of the Columbia river to within 10 miles above the Cascades, where we swam them across the river. We hired Indians by giving them shirts, beads and other trade goods, to take the women and children down the river in their canoes.

"We took our cattle on the north side of the river, passing Vancouver, and swam them across the Columbia river to within 10 miles above the Cascades. We drove the oxen on up to Linnton. There we hitched to our wagons and went on up to Wheatland, where the companies were rendezvous at. He had come across the plains two years before. We crossed the river on his ferry and settled on Mission bottom, a place that had been given by the women of Oregon City. That same day—on December 9, 1847—the legislature passed a bill authorizing the governor to raise a regiment of volunteers.

"A proclamation was issued by Governor Abernathy to raise 500 men. The men were required to furnish their own horses, arms, clothing and blankets, for which they were to receive a receipt from the commissary general. Then the companies were to rendezvous at Portland, and what is now East Portland, on the 8th day of January, 1848.

"Cornelius Gilliam was made colonel of the regiment. He had come out to Oregon in 1844. He was a preacher in the Free Will Baptist church. He had taken up a ranch on the Luckiemute in Polk county.

"With something over 200 men, Colonel Gilliam went to Vancouver, and from there to what was called Fort Gilliam, near The Dalles, given by the women of Oregon City. That same day—on December 9, 1847—the legislature passed a bill authorizing the governor to raise a regiment of volunteers.

"I was in Captain Mazon's company. From Vancouver we went up on the north side of the river to the Cascades. There we ferried over and went up to The Dalles on the south side of the river. Along about the last of January something over 100 of us under Colonel Gilliam started for Deschutes to punish the Indians.

The Ragtime Muse

Widows and Orphans Preferred.
The widder and the orphan, now. Their praises we must about 'em; We've got to have 'em anyhow. Nor could we do without 'em.

We sell 'em watered railroad stock. These bulwarks of the nation. And then they help us stand the shock Of each investigation.

In times of trouble, such as these, We get down on our corporate knees. And boldly hide behind 'em!

We sell 'em shares in aeromines And aqua pura ventures. And then we get our moneyshines With rich bonds and debentures.

The public must pay dividends On all such air and water. And these investments it defends As "sacred" when the totter.

If prosecutor should attack, For shame he'd be a bladder. For we are standing bravely back Of orphan and of widder!

He Knew. "While, can you repeat the shortest commandment?" It has but four words. "Yes, sir. 'Keep off the grass.'"

They all are worth while. Cultivate this daily feature page; you will find it profitable.