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WHO ARE RATES MADE FOR, ANYWAY?

PORTLAND caught a glimpse at the Astoria rate hearing of why freight rates from the interior to Coast points are based on the costly haul over the Cascade mountains instead of the inexpensive downhill haul along the Columbia.

Thus, O. D. Fisher, manager of the Fisher Flouring Mills at Seattle, and L. F. Baumann, assistant manager of the Centennial Mills at Seattle, testified that terminal rates at Astoria might injure business at the Sound.

R. M. Calkins, traffic manager of the Milwaukee railroad, at Seattle, testified that "a market at the mouth of the Columbia river would be hazardous to Puget Sound commercial interests."

No case could be plainer. The Seattle mill owners want rates maintained as they are, because they own mills at Seattle. They want rates for Columbia river points based on the haul over the Cascades because rates made on the cost of haul down the Columbia might "injure" their milling "business on the Sound."

The Milwaukee traffic manager objects to a Columbia river rate based on a Columbia river haul instead of an over-Cascades haul because it "would be hazardous to Puget Sound commercial interests."

What if an Astoria terminal rate "would be hazardous to Puget Sound commercial interests?" Is the rate-making power to be exercised solely for the benefit of "Puget Sound Commercial Interests?"

What about the "commercial interests" of Portland? What about the "commercial interests" of Astoria?

What about the paramount interests of the great army of men and women on the wheat fields and producing prairies of the vast Columbia basin, who grow the wheat, raise the barley and livestock and produce the great volume of products upon which the rest of the population is nourished and enriched?

The freight rates from the interior down the Columbia are fixed, not on what Portland and Astoria deserve, but on what will benefit Puget Sound. There can be no doubt of it, in view of the testimony at the rate hearing.

It was because of this, that The Journal began its fight for justice for the Columbia river, and the testimony at the hearing is a triumphant vindication of its contention.

of one or another variety of commission rule. The total number of commission cities and towns is over 300, embracing a total population of 7,000,000.

From a financial point of view commission rule seems to be working well. It is the cost, the waste, the inefficiency, the irresponsibility of the governments of so many American cities that are leading the people to scrap the old machinery and substitute simpler and more modern instruments.

HOME RULE FOR IRELAND The amending bill relating to Ulster has been introduced in the British House of Lords.

The measure contains no surprises; it embodies nothing which had not been offered by Premier Asquith and rejected by the opponents of home rule for Ireland.

There is little probability that the amending bill will prove satisfactory to the men and interests that are fighting self government by Ireland.

It is said that should the Ulster counties be given the opportunity to vote as units, four of the nine would almost certainly place themselves under a Dublin parliament.

SEATTLE REJECTS CHARTER A large vote in the negative, Seattle has rejected a proposed new charter.

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A FEW SMILES

Goodheart—I've got you down for a couple of tickets; we're getting up a raffish for a poor man over our way.

Doobs—First class. I know several men who were present at your night and who sat through the whole show.

Little Arthur and his mother were taking a walk along a country road. There were some trees leaning back and forth across the road and Arthur lagged behind his mother.

Perkins, who had then brought on a panic, as they are trying to bring it on now, intimidated Roosevelt into sanctioning the purchase of the Tension.

Letters From the People (Communications sent to The Journal for publication in this department should be written on only one side of the paper and must be accompanied by the name of the writer, who should be held responsible for the contents.)

A Clamor and a Crisis. Portland, June 30.—To the Editor of The Journal—The railroads of the United States, according to the 1914 World's Almanac, have a bonded debt of \$10,999,808,851 and a capital stock of \$8,582,453,259.

Oh, better that her shattered hull should sink beneath the waves. Her thunders shook the mighty deep. And there should be her grave.

THE "PLUCKING" LAW SECRETARY DANIELS has announced that he will ask for the repeal of the law under which the annual "plucking" of naval officers is done.

There has been much criticism of the plucking board's methods. Individual cases have been cited to show that the board did not make examination of the records, but acted on information of an inadequate character.

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PERTINENT COMMENT AND NEWS IN BRIEF

As usual, the French birth rate is lower. Very few reactionaries would refer to it in even on Democratic paper.

At one end of the alphabet are the "A. B. C. s" and at the other end is Zaccatecas.

Another horror of war is brought up by the most anxious person for the good of the world.

Now that a granddaughter of General Sterling is in the company of a grandson of General Ben Butler, the grand war may be considered at an end.

Foreboding brass bands in Mexico City are doubtless practicing "Hail to the Emperor" and that stuff about the "Conqueror" looking forward to the advent of Pancho Villa.

SALEM PAST AND PRESENT From the Detroit News. Salem's present disaster had its origin but a stone's throw from Galvins Hill, the site of Salem's greatest shame.

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OREGON SIDELIGHTS

Albany's four days' Fourth of July celebration was a success. The free outdoor vaudeville show at First and Washington streets.

At Elkton, Douglas county, it is reported, there is no resident physician and there is an opportunity for one so disposed, to supply a long felt want.

Pendleton's new pipe system is nearly completed, and it is hoped to have water running by the middle of this month. The fall water supply source, Thorn Hollow Springs.

Volunteers of Medford's street and rail traffic is indicated by a count kept for two days by the watchman at the Main Street, with a total of 1155. There passed in that time 4500 pedestrians, 2500 automobiles, 125 motorcycles, 500 bicycles and 125 trains.

Corvallis Gazette Times: That Corvallis shall deserve the title of "Aster City" is the hope of the city fathers.

The appearance of Jim McCabe, an Auburn prospector, at Baker last Monday, with a lot of gold nuggets worth about \$500, and the story of his discovery of a pocket from which he secured \$2000, caused much interest and was recalled and a rush to Auburn City.

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IN EARLIER DAYS

The generations born since the Civil War have no conception of the troublous times in Kansas and Missouri during the "fifties," said Salmon Brown, the last surviving son of John Brown, the liberator.

Slavery had been forever prohibited in all states west of the Mississippi, and 30 minutes' riding north of 36 degrees and made where by Missouri had been made slave territory, and now the south needed Kansas. On the 25th of May, 1854, the compromise was repealed, and Kansas and Nebraska were thrown open to settlement, with the understanding that the question of slavery should be settled by people of the states themselves.

On November 29, 1854, at the first election ever held in Kansas to elect a delegate to congress, over 1700 border ruffians from Missouri invaded Kansas and voted for the slavery candidate.

My father decided to get on the free line. My brothers John, Jason, and William, of Missouri, invaded Kansas, and in 1855 my father and I went. We settled near Potawatomi creek, about eight miles from Osawatomie.

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When You Go Away

Have The Journal sent to your Summer address. If we work upon marble, it will perish. If we work upon brass, time will efface it. If we rear temples, they will crumble into dust.

WHO'S THE HUMBUG?

THE Oregonian says it finds the preliminaries all arranged for "another humbug Chamberlain campaign of non-partisanship."

How about poor old John H. Mitchell? Heney and the Oregonian "got" him. They claimed the old man got a fee through his law firm for expediting timber claims.

He didn't even have money to pay his hospital fees in his last sickness. He hadn't even money to pay his physician who attended him on his deathbed.

It was the other boys who got the timber. John Mitchell was made the goat for them. He was slowly dying when he was tried.

Not so with the boys who got the timber. Far luckier or else far smoother than poor old John Mitchell, they are happy in the enjoyment of wealth, they are loaded down with the honors of the day, they are rich in the possession of a despoiled public domain.

MR. McDUFFEE Occasionally, there is a Deputy Sheriff McDuffee.

But he is a rare species. Somehow the desperate business on which train robbers are bent tends to make all train guests gently and sweetly docile.

In fact, every train robber fully makes up his mind before he begins business, that, if necessary, he will take life. It is realization of this that makes the average man, etc lamblike, amiable and submissive, sobbing if the pistol artist says sob, laughing uproariously if the masked gentleman indicates that it is time to laugh.

But none the less, the public must doff its hat to Mr. McDuffey. More of him would make train robbery less popular and less profitable.

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The Sunday Journal

The Great Home Newspaper, consists of Five news sections replete with illustrated features. Illustrated magazine of quality. Woman's section of life merit. Pictorial news supplement. Superb comic section.

5 Cent's the Copy