THE JOURNAL

AN INDEPENDENT NEWSPAPER

C. S. JACKSON.....Publisher

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Civilization is the upward struggle of mankind, in which millions are trampled to death that thousands may mount on their bodies.—Balfour.

TOMORROW

SEATTLE has 105 miles of hard surfaced roads.

Nearby land is thickly studded with small truck farms. The rental value of land five miles out is $60 per acre, and 13 miles out, $30. Land for producing berries that is 16 to 30 miles out, brings a rental of $100 per acre.

The dairy industry in White River valley alone yields $2,500,000 a year. Auto buses carry passengers at one cent per mile, and auto trucks transport freight and produce at rates equally low.

The districts penetrated by the roads teem with population. The land is intensively cultivated in small units. Every acre is a picture. Every perspective is dotted with homes and alive with bustle and thrift.

Seattle has so profited from modern roads that another 80 miles is to be built. Portland has only 3½ miles of such road. Will we tomorrow vote 70 miles of modern roads for Portland, or will we vote the bond issue down, sit down on our marrow bones, and watch Seattle grow?

WHY A CONTRACT?

WHAT business has the State Highway Commission in holding meetings to make a plan for allowing the contractors in Columbia county more than Bowlby says they are entitled to?

The contractors demanded Bowlby's removal, and Treasurer Kay and the governor put him out. Are Treasurer Kay and the governor now going to tear up the contract between the Columbia county court and the contractors and leave Columbia county taxpayers unprotected?

The contract for the construction of the highway through Columbia county is a contract between the Columbia county court and the Consolidated Contract company. That contract specifies that the state highway engineer shall be an umpire to settle disputes that may arise about the work. It says the state highway engineer shall have the right to decide on all questions arising as to the proper performance of said work, and all his decisions shall be final. Here is what the contract says:

All of said work is to be done under the supervision and direction of the engineer selected by the state highway engineer; to be approved by him and accepted by said state highway engineer. Said state highway engineer shall have the right to fully decide on all questions arising as to the proper performance of said work, * * * and all decisions of said state highway engineer shall be final.

A further stipulation in the contract is as follows:

It is mutually agreed between the parties to the contract, that all disputes and misunderstandings between them in relation to any of the stipulations contained in these specifications, or their performance by either of said parties, that the state highway engineer shall be an umpire to decide all matters arising or growing out of said contract between them.

Bearing in mind that this is a contract between the Consolidated Contract company and the Columbia county court, what has the State Highway Commission to do with it? It is not the State Highway Commission but the state highway engineer that has "final authority." It is not the State Highway Commission, but the state highway engineer that is the "umpire." It is not the State Highway Commission but the state highway engineer that is to approve and accept the work.

What business has the State Highway Commission in meddling? It isn't a board of engineers. It knows nothing technical nor definite about the Columbia county road work. Besides, it cannot meddle in the matter without violating terms of the contract. What object can it have in meddling in an affair that is strictly between Columbia county and the contractors and in which the state highway engineer is the authenticated and lawful umpire?

In Columbia county the contract price for the road work was $262,861.96. There has been paid on account, $208,347. State Highway Engineer Bowlby says the balance due is $54,514.96. The contractors claim that the $54,514.96 is due and that Columbia county must pay them about $60,000 more.

Why are the contractors sending emissaries to the State Highway Commission over this extra $60,000? Why does the commission hold meetings and receive these emissaries?

The contract is between the Columbia county court and the contractors, and it names the state highway engineer as the umpire. Are Treasurer Kay and the governor going to tear up the contract? If the contract is not to be kept, why have a contract?

If they are going to allow the contractors additional money, the sum ought not to come out of the Columbia county taxpayers, already weighed down by the just expenditures on the highway.

Whatever additional is to be allowed, Treasurer Kay and the governor should make provision for in a special appropriation by the next legislature, in a bill to be styled a special act for the relief of the Consolidated Contract company.

WHAT BISMARCK WOULD DO

IF in Portland tomorrow, Bismarck would both vote for, and advise all his friends to vote for, the road bonds.

Bismarck was a man of iron. He was stern, but he was human. His masterful mentality clearly comprehended the incomparable value of the worker. Though originally a rigid absolutist, he created the system of workman's compensation in Germany. He established state insurance against sickness among workers.

He insisted that the worker has a right to employment. As chancellor, in answer to a question, he said:

Yes, I acknowledge unconditionally the right to work, and I will stand up for it as long as I am in this place. The healthy workman desirous of work is entitled to say to the state, "Give me work."'

On another occasion, he said:

Give the workingman a right to work as long as he has health, assure him care when he is sick, and assure him maintenance when he is old.

Who questions the efficiency of Germany? It was Bismarck who created Germany, and it was Bismarck who laid the foundation for German efficiency. He first saw to it that the German workingman had a place to work, and in doing so proceeded with a vast and comprehensive system of internal improvements, such as waterway development, road building and harbor improvements.

If in Portland, Bismarck would be a leader for improving the proposed 70 miles of road as a means of perfecting efficiency and of giving work to men who are idle.

ANOTHER SUBSIDY PLAN

A NOVEL ship subsidy plan has been proposed to President Wilson and may be urged upon Congress. It is suggested that the United States, acting through a shipping board, purchase a certain percentage of bonds issued by corporations operating vessels in the foreign trade.

As further encouragement to private capital to invest in an American merchant marine, a special naval reserve is proposed. Only American citizens may benefit from it, and in consideration of masters, watch officers and seamen joining the naval reserve they would be paid the difference between the American and foreign rates of wages from a fund provided by Congress for that purpose.

It is pointed out that government ownership, the preferential duties plan and straight subsidies as a means of reviving the American merchant marine have failed of adoption. It is urged that the plan now proposed would not only build up a merchant marine in the foreign trade, but it would afford a training for men in all branches of the navy at a fractional part of what their wages would be were the men regularly employed on naval vessels.

The interesting feature of this new proposal is that while the men who bring it forward are opposed to government-owned merchant ships, they are demanding that the government invest in ships. The difference is that under their plan Uncle Sam's money would be under the control of representatives of private interests rather than representatives of the people.

Some plan must be found where our flag can be restored to the seas and flown in all harbors of the world. But the country does not want ship subsidies in any form. Government ownership is far preferable to investment by the government in securities over which it has no control.

KANSAS FARMERS

THE favorable position of agriculture is indicated by an official statement of the Kansas bank commissioner published in Commerce Reports. Comparative figures for 1915 and 1914 show aggregate resources and liabilities of state and private banks and trust companies.

On February 20 last resources were $160,644,247, compared with $140,937,867 on March 9, 1914. That is a gain of nearly $20,000,000, or more than fourteen per cent, and this increase in banking power does not include gains made by the national banks.

Kansas is an agricultural state, with no big cities and comparatively few manufacturing industries. It has few millionaires and few poor people. Farming is the main source of wealth, and Kansas farmers increased their deposits in state banking institutions from $107,960,201 to $128,344,061. A gain of $20,383,860 in eleven months is nineteen per cent of the total deposits a year ago.

The Kansas banks and trust companies succeeded in increasing their loans by $5,911,632, but their cash and exchange increased $12,926,798. Their legal reserve jumped from 31.3 to 36 per cent, and their capital stock and surplus increased nearly a million dollars.

BENEFITS EVERYBODY

A STRONG argument in favor of the county road bond issue is that by taking seventy miles of the main roads off the maintenance list there will be a large sum in the regular road fund of this year available for the improvement of the less used roads.

If the bond issue fails of passage it means that money will have to be taken out of the road fund for the upkeep of the roads whose permanent improvement was contemplated by the bond issue. According to the estimate of Roadmaster Yeon the amount required will be approximately $193,000.

If the bond issue is carried this $193,000 will be released for the betterment of the minor roads, laterals and cross roads.

The success of the bond issue therefore means as much to those who have an interest in the roads that are not to be paved as it does to those whose property lies along the roads that are to be hard surfaced.

THE KRON PRINZ WILHELM

THE exploits of the Kron Prinz Wilhelm border on the marvelous. They are one of the great sea romances of this war.

The vessel sailed from New York August 3 as a peaceful merchantman. At sea, she converted herself into a vessel of war, and, after eight months and eight days of activities stranger than fiction, she slipped past British and French war vessels outside, and stole unobserved and unheralded into the harbor at Newport News.

Through the long period, she subsisted on cargoes captured in the open ocean. From them she supplied herself with coal and provisions. She took guns from one, and for these guns she manufactured ammunition. On the cruise she captured and destroyed 16 vessels which, with their cargoes, were valued at $7,000,000.

In all the annals of the sea, there has scarcely been performance so extraordinary. Disappearing from view on an August morning, reported sunk on more than one occasion, performing her feats of which no tidings reached civilization until she herself brought them, a witness of a sea fight between the Karlsruhe and the Bristol, living off the spoils of her own victories and finally stealing back into port in the shadows of an April night, the Kron Prinz Wilhelm, her captain and crew are one more impressive revelation of German efficiency.

Her arrival at Newport News is the probable explanation of the action of the captain of the Eitel Friedrich in keeping up steam and insisting all along that he intended to put to sea. Was he not aware of the whereabouts of the Kron Prinz Wilhelm, and did he not expect her to appear off Newport News and engage the enemy warships sufficiently to distract their attention and permit the Eitel Friedrich to put to sea?

This, in comparison with the other feats of these great German raiders, would not have been a remarkable undertaking.

All that is necessary for it to have been a possible program is to concede that the Germans have a plan of wireless communication unknown to the rest of Christendom, a supposition not at all beyond the realm of reason.

THE RULING IS RIGHT

THE Interstate Commerce Commission has ordered the Spokane, Portland & Seattle Railway company to get out of the river transportation business. It must relinquish its ownership and control of The Dalles, Portland & Astoria Navigation company. The commission says:

It is clear that through water transportation cannot be established or maintained between the upper and lower rivers so long as the petitioner (the railroad company) owns or controls the navigation company. It is shown that new capital cannot be secured to establish and operate a boat line in competition with the railroad-owned boat line and that the through line cannot profitably operate unless it secures a certain amount of traffic on the lower river, particularly passenger traffic.

The commission's ruling is right. It, in effect, says that no railroad company will be permitted to control a great waterway paralleling its tracks. No railroad will be permitted to operate boats for the purpose of destroying water competition. The government is spending large sums of money to improve river navigation for the people's benefit. That money is wasted if independently-owned boats are driven from the rivers by railroad-owned boats.

By controlling water terminals and by operating railroad boats on the waterways, the railroads have largely monopolized transportation. They have all but made it impossible for a steamboat service to survive the cut-throat competition of railroad boats run at a loss and financed by profits on traffic by rail.

It will now be possible for independent lines to survive on the Columbia. It happens at the moment when the Celilo canal is to join the waters of the upper and lower river.

The early future will see new conditions on the Columbia. Astoria is going to put a line on the route, and Portland will have to do the same or lose a lot of business.

FOR THE WORKLESS

WILL workers vote for workers?

Or vote against them?

Turn a million and a quarter in money loose in Portland in the road work, and there will be a job for many a jobless man, relief for needy homes and bread for hungry families.

If we vote the bond issue and build roads we will thickly people the nearby land.

We will convert brush lands into gardens and truck farms.

We will save money by cutting down the cost of road maintenance.

We will set the money to circulating in Portland for life necessaries and make business better.

We will not only keep the money here but will have the roads.

THE JOURNAL NATIONAL EDITORIAL

THE RECALL IN ACTUAL PRACTICE

By DR. CHARLES FREMONT TAYLOR
Editor of "Equity."

NOT less than 100 municipalties in this country are at this moment in the throes of charter revision—some in nearly every state, but chiefly in New England and New York, the middle western states and many cities of the Pacific slope, not excepting some parts of the south. The important city of Buffalo, N. Y., which last November adopted a commission form with the referendum, is now trying to get the state legislature to amend its charter so as to include the initiative and the recall.

It is as a municipal issue, rather than a statewide one, that this proposition for the direct control of elected public officials by the electors continues to make headway and to demand serious attention. It is true that at the last election two states, Kansas and Louisiana, adopted effective amendments for the recall of elected officials, thus bringing the total of states having the recall up to nine. But the fact that the statewide recall has never yet been used nor attempted goes far to reassure the conservative mind. This tends to make the statewide recall a less insistent public issue.

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When it comes, however, to the question of placing a commission consisting of a very few men in charge of the affairs of a municipality, as has been done in over 350 instances, the conservative mind is confronted with the fact that such concentration of large powers may be dangerous unless possible control is reserved in the electorate by some workable method of enabling the electors to "un-elect," or recall, an official who may have proved unfaithful or incompetent.

The recall as a political instrument is exactly parallel to the right of dismissal in private employment. The power that elects a public servant—namely, the electorate—should have the right to dismiss or "unelect" that servant whenever a majority is convinced of his incompetence, negligence or dishonesty.

The existence of this fundamental right of the employer does not imply that continual change of servants is desirable, whether public or private. On the contrary, it tends toward more faithful, responsible and efficient service.

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The recall first appeared in this country as an actual instrument of government in 1903, when it was adopted as an amendment to the charter of Los Angeles, California. It was first used in this country in the same city, in 1904, when a councilman was recalled, charged with having favored the liquor interests and with having voted to establish an offensive slaughter house in the ward. This event attracted wide attention throughout the country, and the recall as an instrument of control for elected officials spread rapidly.

The recall is usually linked with the initiative and referendum, but it is an entirely different kind of instrument. The recall affects officials only, while the initiative and referendum control the acts of legislative officials.

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A nationwide investigation made above a year ago, showed that of about 261 municipalities possessing the recall, only 27 had ever used it. As some of the 27 had used the recall more than once, 33 actual recall elections had been held. In 20 of these cases the recall was successful, and in the remaining 13 cases the official was sustained. These facts demonstrate that the recall has not been abused, as only about one municipality in ten possessing this power has ever used it. The success of 20 out of 33 recall elections indicates that the exercise of this power was justified. On the other hand, the failure in more than one-third of the cases indicates that a recall election does not always mean a recall. As an example of one of the failures, in 1912 there was an attempt to recall the mayor of Duncan, Okla. The vote was three to one in favor of the mayor remaining in office.

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There is record of 11 attempts to call a recall election, but they failed because of an insufficient number of signatures to the recall petitions. There have doubtless been other such attempts, but the voters are reluctant to sign such petitions. Hence it is fair to conclude that a reasonably faithful and competent official is in no danger from the recall.

The following facts are evident: The recall has never been abused. Objectionable officials have been removed, and acceptable ones have been put into their places. The undoubted tendency of the exercise of the recall, or of its mere presence in a city charter or a state constitution, is to inspire a proper regard on the part of officials for the interests and wishes of the people.

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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 reformers. It rationalizes everything it touches. It robs principles of all false 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.

Comments on Ex-Governor West.

Newport, Or., April 9.—To the Editor of The Journal—In The Journal last evening I noticed the article referring to the great convention to be held in Chicago, September 15 and 16, by the Prohibition party. What interested me most was Ex-Governor West's reply to our chairman, V. G. Hinshaw. I always like to read what our ex-governor has to say, for I consider him the best governor Oregon ever had or ever will have until she gets a genuine Prohibitionist governor. Governor West is a genuine party man. I like him for that. He is no wishy-washy non-partisan. By and by, when he gets to the end of his efforts for prohibition within the ranks of his own party, he will be a genuine Prohibition party man. I believe he is honest when he says he "hopes to see this nation voted dry as a bone," and further, "to have a hand in bringing about this desired result." And then again he says, "I hope to see all political parties declare for national prohibition and shall put forth my best efforts towards inducing the Democrats of this state to send to our next national convention a delegation which will make a fight for a national prohibition plank."

Now right there comes the tug of war. Our good ex-governor is used to it. He made a grand, noble state fight against the forces of evil, of which the liquor traffic is chief. He knows what it is, and his backbone never kinked on him. But when he lines up against Uncle Sam's saloons to the extent of breaking their grip on him or either of the old parties he will face a bigger job than he has ever tackled yet.

It's the very job we tackled 45 years ago and we are not through yet, but we begin to see daylight through and we are not at all discouraged. If Ex-Governor West can succeed in getting a thorough, honest national prohibition plank into the Democratic platform, equal to the Prohibition platform, there will be no reason why we should not get together, but if he fails he ought to come with us. If he wins, the party will simply exchange bums for Prohibitionists. E. W. DURKEE.

The Flag of America.

Portland, April 10.—To the Editor of The Journal.—When we look at our flag, what is it that makes our hearts throb? If you see it in a foreign land, after months of separation, what is it that makes your throat choke and your eyes get damp? Is it because a great many prople have made money under it? I believe that flag is a great deal more than the sign of a successful national shop, never to be unfurled for fear the trader on the opposite side of the way may have his feelings ruffled. I think it is a great deal more than that, and when I look at it I do not see, and you do not see there the graven image of the dollar. You do not read there the motto of the epicure, "Let us eat and drink, for tomorrow we die." No; you read on that flag the old Latin motto, "Per aspera ad astra"—"through toil and conflict to the stars."

You do not see the dollar on it. But when you look, and your heart swells within you as you look, the memories that come are very different. If you see any faces there, they are the faces of Washington and his continentals behind him. Look again and we will see the face of Jefferson, of Lincoln, and again, the face of Wilson. The mighty hosts are there of the men who have lived or died for their country—who have believed in it and loved it. We love it, because it means this great country and all the people. It means all the struggle and sufferings we have gone through, all our hopes, all our aspirations. It means that we are a great nation and intend to take a nation's part in the family of nations. It means that we are the guardians of this western hemisphere and will not have it rashly invaded. It means the one successful experiment of representative democracy. It means victorious democracy.

I never will admit that that beloved flag is to me merely the symbol of a land where I can live in rich content and make money. No; I see it as the American poet saw it:

And fixed as yonder or divine
That saw thy bannered blaze unfurled,
Shall thy proud stars resplendent shine,
The guard and glory of the world.

R. E. P. KULISCH.

Labor and the Road Bonds.

Portland, April 12.—To the Editor of The Journal—Having noticed through the papers that there seems to be some little opposition to the bond issue now pending, I will say that I have lived in this county and city for 20 years. From my observation this seems to be the first time that there ever has been a move made in a public way that directly fills the demand of labor, and if such bond issue the public but it will directly benefit the public but it wil directly benefit laborers, who have been clamoring for work to do for the past year.

As I see it, there is no doubt that the bond issue will carry by a substantial majority. I have taken some pains to work along that line in the interest of such issue and shall continue to do so. H. W. PARKER.

Public Utility of Good Roads.

From Suburban News.

The time for the bond election is at hand and we hope and believe that it will carry by a good majority, but we are also of the opinion that a good many voters will cast a vote against it or stay away from the polls not because of any real common sense reason against good roads, but because of a foolish prejudice, and this is it:

"Hard surface roads are only good for automobiles and they are only for the rich man's pleasure."

Nowadays garbage is collected in machines, sand and gravel hauled in them, freight hauled from one point to another in the country, produce hauled to town, laundry collected, groceries delivered, passengers carried and a thousand other things done with the automobile by which we all profit. Also a number of rich people drive in autos, but a great many more people in very moderate circumstances use them for both business and pleasure.

This foolish reason, then, is not founded on common sense, but jealousy; we are sore at the man who is, through good business judgment or other fortunate circumstance able to own one, and we neglect to acknowledge that under similar circumstances we would own one too.

Let's forget our prejudices, vote for the bonds, get an increase in the value of our property, sell part of it, buy a machine and enjoy the roads. The men at the head of the movement are actuated by a sense of duty to the county and state and by an insight into our needs which they have had the opportunity of learning through their business experiences.

PERTINENT COMMENT AND NEWS IN BRIEF

SMALL CHANGE

The roll of honor is fresh from the oven.

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A woman would rather be inconsistent than otherwise.

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When a so-called vocalist murders a song the sound is not deadened.

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A second arrow from Cupid's bow quickly heals the wound made by the first.

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If you would have your money reach those who are needy, buy poetry with it.

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Some men would have no excuse for living if their wives didn't take in boarders.

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If the world owes us a living, why not pull off our coats and proceed to collect it?

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If a man is unable to recall a pretty girl's name it's another sign that he is growing old.

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Only when a man is paralyzed does he fail to feel it when his better half tries to make a touch.

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One of the mysteries that man has so far failed to solve is the reason why a woman cries when she is glad.

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Will the suffragette have to acquire the big black cigar habit before she can make good as a political boss?

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A fool squanders a lot of money for experience, then proceeds to give others the benefit of it free of charge.

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Young man, beware of the dear girl who lets you do all the talking during courtship. She's playing a waiting game.

OREGON SIDELIGHTS

Fort Rock News: Jackrabbits are agin dying from an unknown disease, as has been the case for the past three years, in the district south and southeast of Fort Rock. Each year the area in which these deaths occur has increased, and considering the benefit we would derive from it, let us hope that they will die throughout the entire valley this year.

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Cleanup day's results at Stanfield affected the Standard like this: "Stanfield is all cleaned up and we feel a great deal like a small boy who has just gone through the hands of his exacting mother; not very comfortable but a little proud of the way we shine. We have also resolved that we are going to keep shiny and on the good side of the chief cleaner, Marshal Beavert."

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"In spite of hard times and scarcity of money,' says the Union Scout, "real estate is selling in Union. There have been a number of changes in the last week and other deals are pending. As real estate is selling in Union today it is much cheaper to own a home than to rent. Many former renters are taking advantage of the situation and are securing homes while the property is to be had cheap."

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Operations of varmint killers in Lake county as reported in the Lakeview Examiner, covering March 6 to March 31: The total number of coyotes on which bounty payments were made was 713. The largest single catch was that of W. H. Martin, located above Paisley. He brought in 109 coyote pelts. Bobcats to the number of 145 were killed. Jesse Cravens brought in 23. The total bounty payment for the period was $1943.50.

THE RAILROADS AND THE PEOPLE

From the Johnstown, Pa., Democrat.

Railroad magnates should cultivate a sense of humor and study the law of compensation. Even a railroad magnate, mighty man that he is, runs up against the law of compensation once in a while. That statute is the foundation of the idea of retribution, and it was not placed upon the records of the Almighty by any capitalistic lobby. Moreover, no supreme court can repeal it no matter how long or how earnestly high priced lawyers may argue. The law of compensation and the retribution corrollary are fixed items upon the eternal tablets.

There was a time 25 years ago when railroad men spoke sneeringly of the antics of the "wild-eyed populists." These same wild people came into being as a result of a union of hot winds and farm mortgages. The banker with his 10 per cent demands and the railroad magnate with his rebate practice possessed it at the birth. The "wild-eyed" ones grew up in states that knew only railroad law. There was a time when the Burlington railroad owned Iowa and all the legislators, congressmen and senators in it. The Burlington and the other lines elected governors. They ruled Iowa as a barony. They built up cities and ruined them down at will. They passed fortune to one man and handed bankruptcy to another. And what was true in Iowa was true in all the states west of the Mississippi river. And, just in passing, let it be said that it hardly lies in the mouths of the people of this state to assert that there never was a time Pennsylvania railroads were not the dominant factors in public affairs.

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Because the railroads muddled in all sorts of business, public and private, because they passed laws that made it impossible for farmers to recover damages as a result of losses for which the railroads were responsible, because they had laws passed that made it impossible for their employes to recover damages when they were injured as a result of an accident caused by defective railroad equipment, because every time the people tried to enter their own state houses they were ordered off the grass and off the front steps by railroad lobbyists, there came a time when the "wild-eyed" ones ran amuck. They pounced onto the railroads and what they tried to do to them was a caution. Now, while the railroads were expert in the matter of plucking the public, the public was not an expert in the matter of regulating railroads. Mistakes were made by the law makers. But the mistakes the people made were not one, two, three to the mistakes the railroads made. They nagged the public, they interfered with the income of the man engaged in legitimate pursuits, they fixed charges that worked untold injuries. They did every solitary thing that they now allege the people have done and they did them not once but thousands of times. The railroads by means of their rebates and their discriminations regulated more than one business to death.

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But there came a time when the people got on top. In all of the states in which the revolutions occurred the railroads had been passing laws for years. They had been legislating in their own interests and against the public interests. The people, when their chance came, lacked poise just as the railroads had lacked poise. In many cases the people went as far in one direction as the railroads had gone in the other. And now the railroads howled. They were hurt. Retribution was pinching them and pinching them hard in a great many cases. The people were paying back their debt in kind. They were mistaken in that move, but the mistake was a very human one.

At the present time there are a lot of court decisions on record and a lot of statutes in force that should be modified. There are a great many cases in which the people have overstepped the proper bounds. But even though that is so the railroads have no occasion to rant. The capitalistic press is forgetting history when it sneers at the great public. The people have not made any worse botch of things than the railroads made when they were running affairs in their way. At the present time alleged statesmen and mighty financiers are arguing that the public should run and hide its head; that control of public affairs should be handed over to railroad men who know the railroad business. Exasperated financiers declaim at great length that their investments are being "regulated to death." They openly assert that the public must cease taking an interest in its own affairs or capital will rake all of its chips out of the game.

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As the case lines up now it is a standoff. For every fool law the people have passed the public can cite an oppressive law passed as a result of railroad influence. The financiers started the contest first and they stacked the cards against the people. They must be prepared to meet Old Man Retribution. They must be patient under the swats of their own returning boomerangs. If everybody is patient the situation will work itself out. The railroads cannot expect every year to be a fat year for them. Moreover, they cannot expect the people to trust them implicitly right off the bat. There are a number of states in which the railroads in their day of power rubbed the hide off the public. Some of the smart still lingers. The people will be fair as soon as their wounds heal up a bit. It is for that reason that the fool financier who spends his time sneering at the public's inability to conduct public business is not helping things any.

A "LOTS-BY-MAIL" SWINDLER

By John M. Oskison.

A federal district judge sent the head of the James Realty company to prison the other day; he is to serve three years, and a woman who was his chief helper (because she had a daughter dependent upon her) was sent to jail for 90 days.

This realty company was in New York. It sold lots in a tract of land at the foot of the Watchung mountains in New Jersey—to people who lived so far away that they were not likely to investigate personally the lots they bought.

According to the company's advertising, the lots were "convenient to a trolley line, within easy walking distance of Somerville"—a flourishing New Jersey town. The tract was said to be laid out in streets, with sewers and other evidences of value, as a residential suburb of Somerville.

Investigation by the postoffice authorities showed that the lots were indeed within walking distance of Somerville—"provided one was a good pedestrian and carried one's lunch." A buyer who actually came to inspect his purchase had to pay $2.50 as extra wear and tear on a horse and carriage hired in Somerville to take him to his lots; and when he got there he had to inspect them from planks laid across the swamp.

This shrewd lots-by-mail swindler sold through advertisements offering a lot free to those who would send the solution of a ridiculously easy puzzle. When the suckers sent in solutions, the seller would explain that because of a change in the building laws an additional lot would have to be bought. He gave away one lot and sold the other.

Before he was caught, this swindler was said to have made over $40,000 by his scheme.

Buying real estate by mail or from an agent who does not exhibit anything more than a map is not investment—it is throwing money away! If there's any one game of the fake promoters which ought to be thoroughly exposed it is this. And yet—

As fast as they can the postoffice authorities are gathering in such swindlers; but a good many remain uncaught. You can help by turning over to the government such literature as you receive from them.

The Ragtime Muse

Keep Smiling, But—

It will not suffice to keep smiling;
It will not quite serve to be gay.
It's never enough to sing out: "I'm the stuff!
I'll win—if you give men my way."
You've got to stand up to disaster,
Defeated, your courage renew;
Then say with a grin that means business: "I'll win
In spite of the worst you can do!"

The world loves a smiler — that's granted;
But sometimes the world, without fear,
Is quick to surmise that his anger won't rise,
So hands him a poke in the ear!
Then if he keeps buoyantly smiling
Nor takes in his humor a tuck,
The world will declare: "Since he seems not to care,
I'll swat him another for luck."

Keep grinning! Oh, yes, be as cheery
As ever you wish to the while;
But show that beneath is a full set of teeth
To back up and bolster the smile.
Remind the old world that you're ready
To fight to the end of the war;
The world then—no myth!—you will get to smile with you.
That might have smiled at you before!

OREGON

"IN EARLY DAYS"

By Fred Lockley, Special Staff Writer of The Journal.

One of Walla Walla's most interesting pioneers is W. P. Winans, who, in spite of his 80 years, is still at his desk every day at the Farmers Savings bank, of which he has been president for the past 20 years or more.

"I came from the Cherry creek diggings, near Denver, to the Umatilla river in the fall of 1859," said Mr. Winans, as he sat before the fireplace in his home at Walla Walla. "In coming across the plains, my companion, George Grimes, an old-time Oregonian, taught me to speak Chinook jargon. It was a case of having to learn it, for he would not talk anything but jargon, and he would not answer my questions unless I addressed them to him in jargon. I stopped in Umatilla county, and Grimes went on to his home at Oregon City. He was always hoping to strike it rich, and in August, 1862, Grimes and his party discovered the wonderfully rich Boise basin diggings. A month or two later the Indians killed Grimes, so they named the creek on which he was killed Grimes' creek, and though he struck his rich diggings, he did not live to profit from his discovery.

"I had only been in what is now Umatilla county a few days when I met Winnum Snute, the chief of the Umatillas. He spoke to me in jargon. I answered him in jargon, and after he had talked for a few minutes he said, 'How long have you been in this country?' I said, 'Only a few days.' He said, 'When were you here before?' I said: 'This is my first trip here. I came from the east.' He said: 'How can that be? You speak jargon like an old settler.' I told him I had learned it on my way out, so I could talk with the Indians. He said: 'You are smart. You will be a wise man when you are older. I like you. Do you want to go with me some time on a trip to our camas grounds?'

"I accepted his invitation and went with him in the spring of 1860. I rode to where his people were camped on Butter creek. They were getting ready to go to Camas prairie, in southern Umatilla county. The whole village went along. We traveled leisurely. Each night Winnum Snute would call the men together and make a talk to them, telling them what to do if they were attacked during the night by the Snake Indians. Each night he selected the men to act as sentinels. I certainly was treated as an honored guest. I slept in Winnum Snute's tepee. His squaw saw to it that I had the best of whatever they had. She used to cook the root of some plant that tasted like asparagus. It was delicious. Then we had fish and game and wild berries, so we lived well. By working all day, a squaw could gather a bushel of camas root. They used a tough tamarack limb about 3½ feet long to dig the camas root. The end was sharpened and hardened by fire. Near our camp the squaws dug a large hole, which they lined with smooth rocks. They filled the hole with brush and dead limbs and kept up a fire until the rocks were hot. They then swept out the hot coals with fir boughs and put a layer of grass and mint over the rocks. On top of the grass they placed from six to ten bushels of camas roots. They covered them with mint and grass, and over the grass they spread a layer of earth. On top of this earth they built a fire, which was kept up for hours.

"When the squaw in charge of the pit thought the camas was thoroughly cooked, the cover was taken off and the camas divided among the different families. It was cooked about as dry as a dried fig, had a pleasant, sweetish taste, flavored with mint, and would keep for months. With the Indians it is a case of one for all and all for one, and no Indian goes hungry as long as any other Indian has anything to share with him.

"Some years later I spent much time with the Indians, and I learned to respect them and admire many of them. January 1, 1870, I was appointed special Indian agent for the non-treaty Indians in Eastern Washington by Colonel Samuel Ross, who at that time was superintendent of Indian affairs. I was reappointed by General T. L. McKenney, and by his successor, General R. H. Milroy, so I came into intimate contact with the Indians.

"In 1870 I took the census of the non-treaty Indians in Eastern Washington, and from my report the department set aside the reservations for the Colvilles, San Poells, Lakes, Spokanes, Okanogans and Coeur d'Alenes. Being with the Indians for weeks at a time, I began to realize that Indians were just like white people. They were not merely Indians, but individuals, and some were grasping and mercenary, while others were high-minded, unselfish and acted from the highest of motives. The squaws would come to me with tears streaming down their faces and beg me to use my influence with the great white father in Washington to keep the white men from bringing whiskey to their sons. They would tell me how their sons were being debauched and the characters of their daughters ruined by worthless white men.

"Their sorrow was just as real and their love as deep as your love and sorrow would be under the same circumstances. One of the chiefs I respected most was Tonasket, the head chief of the Okanogan Indians. He went to Washington to make an appeal that his people receive justice, and that the government carry out its promises. The Indian commissioner said: 'You ask this for your people. What do you want for yourself?' Tonasket answered: 'I ask for nothing for myself. I can look out for myself. All I ask is that you carry out your promise made for my people. I am their chief. I must see that their interests are protected.'"

Others Like Him.

From the Cincinnati Enquirer.

"I think Professor Hibrowe is a wonderful lecturer," said the Old Fogy. "He brings things home to you that you never saw before."

"That's nothing," replied the Grouch. "I have a laundry wagon driver who can do that."

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