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Nothing can work me
damage but myself; the harm that I
suffered by coming to Oregon was not
mine, and I am ever a real subser-
vator by my own fault. -St.
Bernard.

AN ENGINEER'S ERROR

IN THE proposal on which the
contractor bid on the new steel
bridge in Linn county, near Lebanon,
occurs this clause:

Proposal No. 2. The sum of.....
dollars per cubic yard for concrete,
including excavation, shoring, and
price is to be deducted if quantities
of concrete shown on plans are dim-
inished, and added to if quantities
shown are increased.

A hasty glance at this clause
would indicate nothing but a fair
proposition. However, this permits
of placing in the bid something
that does not figure in the award-
ing of the contract, directly. In
other words, a contractor can put
in an extremely unbalanced bid.

The first proposal calls for the
furnishing of all material and labor
superstructure and piers complete,
lump sum. This second clause calls
for something that is not added
to the bid. The low bidder on the
first proposal may have a de-
cidedly unbalanced bid on the sec-
ond proposal, yet receive the job.

This clause permits an engineer,
were he of that mind, to permit a
certain contractor to obtain the
job, by showing a great deal less
or a great deal more concrete than
is needed below the ground.

The only fair way is to call for
bids per cubic yard of concrete in
the piers, above and below the
ground line, dividing the concrete
below the ground line in sections
of about five feet or less and call-
ing for bids per cubic yard on each
section. In this way the figure
that the contractor bids on the
concrete, is actually figured in, in
considering who is awarded the
contract, and not left out as in the
case of the proposals which are
used in the Linn county bridge.

This proposal No. 2 and No. 1
are the very clauses that the bridge
companies desire in specifications.
They permit of putting in unbal-
anced bids and make it possible to
introduce crookedness in bridge
contracts.

The Sandy river bridge of Mult-
nomah county, the interstate bridge
and most of the bridges built where
responsible consulting engineers
are employed, bid on the unit price
per cubic yard on pier work, and
not on the plan presented in the
Linn county bridge.

No doubt, the engineer who pre-
pared these had in mind only a
fair proposition, but a careful an-
alysis of this makes it clear that
he has done exactly what the type
of contractor, who does not want
to be fair, most desires.

The other method makes it fair
to every contractor who bids,
makes the calculations show the
complete cost of the bridge and
shows exactly the basis on which
the awards are made so that the
public, the contractor and the en-
gineer are relieved from all doubt
as to who is the lowest and best
bidder.

The contract for the Linn county
bridge has been awarded, and it is
said that very favorable bids were
received, due in part to the alert-
ness of the county engineers and
members of the county court to
have an honest job. But in future
bridges, the specifications prepared
in the state highway engineer's of-
fice for the Linn county structure
might have a very different out-
come.

THE THAW TRIAL

HARRY K. THAW is being tried
before a New York jury for
determination as to his san-
ity. The trial itself may have
little general interest, but the reason
for it may be important.

New York's court of appeals de-
cided unanimously that Thaw was
entitled to a trial by jury because
the judge of a lower court had
given him that privilege. It was
not conceded that Thaw had any
mandatory right to such a trial,
but that it was within the court's
discretion to grant him one.

Under the New York law, if
Thaw is now sane he is entitled
to go free. In granting him the
privilege of attempting to prove
his sanity it was argued that a
jury, after hearing all the evidence
at his trial for the murder of
Stanford White, pronounced him
insane at the time of the homicide.
Therefore it is fitting that a sim-
ilar body of 12 men should give
judgment on the question whether
Thaw has recovered his sanity.

The present trial is something of
a novelty in criminal jurisprudence.
There is no issue as to Thaw's
guilt or innocence, for that was

determined, legally, by the first
trial jury. The state is now at-
tempting to prove only that Thaw
is still insane, as the former jury
decided, and that he would be a
dangerous man at large.

AS DAY WOULD HAVE IT

THERE will never be a state
highway engineer's office in
which the people and county
courts will have confidence so
long as Governor Withycombe and
Treasurer Kay persist in their pre-
sent course of keeping that office in
turmoil.

Instead of obstructing the office,
they ought to aid it. Instead of
setting aside the law governing the
office, they ought to uphold it. In-
stead of obstructing the highway en-
gineer, they ought to stand behind
him and give his acts the voice of
authority.

In continuing their obstruction
of Mr. Lewis, who is in lawful con-
trol of state highway work, accord-
ing to Attorney General Brown, the
governor and state treasurer are
simply discrediting the plan of
having a state highway office. The
trouble they are making is the
same kind of trouble that Senator
Day made with the office in the
legislature and the same kind of
trouble Senator Day wants them
to make now. It is the same kind
of trouble the contractors want
of trouble the contractors want
of trouble, because it is surely
and certain undermining the
plan of having a highway engineer
to stand on guard between the tax-
payers and political contractors.

In a bridge in Lane county, the
taxpayers had to pay \$186.82 a ton
for steel that was worth only \$75
a ton f. o. b. Eugene, and the state
highway engineer discovered and
reported it, along with other
similar robberies of taxpayers. Ever
since that time and ever since
Bowlby refused to allow contractors
in Clatsop, Columbia and other
counties more pay for road building
than the specifications called for,
the state highway engineer's office
has been the storm center of an in-
sistent and furious attack.

The contracting politicians and
bridge companies want the state
highway engineer broken down. They
had softer maps and better plac-
ings when there was no honest and
competent engineer to prepare spe-
cifications and supervise bids. They
prefer the old system when there
was nobody to deal with but county
courts, and with rare pigheadedness
the governor and state treasurer
are playing directly into their
hands.

There is already a large falling
off of work in the highway en-
gineer's office. It is due to the
fact that the contractors and Day
and some of the state officials
have so discredited and obstructed
the highway office that county
courts and the people are losing
confidence in it.

If the folly is to continue, it
would be better to abolish the office
altogether.

STANDARDIZATION OF DOCKS

IN CONNECTION with the estab-
lishment of public docks in the
development of the Columbia
river waterway there is a sug-
gestion that these docks be stan-
dardized in order that freight may
be handled effectively and econom-
ically.

One of the main reasons for
spending millions of dollars in
opening the river to traffic is to
secure cheap transportation. Hence
the suggestion is an appealing one.
It is an application of the policy
of all railway and steamship cor-
porations in erecting stations, ware-
houses and docks.

These are built according to a
certain standard which is con-
ducive to the transfer of freight
with minimum effort and maxi-
mum economy. Tracks are laid
and slips are placed in certain
places.

The suggestion is a timely one
when plans for docks are being
formulated. It would be much
easier to put into execution now
than to wait until after some of
the docks are erected.

If this great waterway is to
have its full fruition freight hand-
ling facilities must be such that
will reduce the cost of transporta-
tion to the lowest possible point.

A number of the cities along
the river are wisely preparing to
construct public docks and taking
steps to prevent their waterfront
from falling under private monop-
oly. Some, in fact, like Kenne-
wick, have already constructed
municipal docks and warehouses.

But even if some of the cities
take the less sagacious course of
permitting private ownership of
the water terminals, it is entirely
probable that some system of
standardization of privately and
publicly owned docks could be
worked out.

A MUNITIONS BILL

DAVID LLOYD-GEORGE, whose
duty it is to insure a maxi-
mum output of war mun-
itions in England, proposes
to put the government and the
labor unions into business partner-
ship.

A bill introduced in parliament
will if passed place every mun-
itions plant in Great Britain under
government control. Each plant
will be managed by a committee,
half workmen and half owners,
their chairman being named by
Lloyd-George. The owners' profits
will be limited to 20 per cent over
average profits during the past
three years, with an extra allow-
ance for depreciation. Workmen
will be subject to transfer to points

where needed, and the proposed
law is to become void when the
war ends.

The proposal that a sharp limit
be placed on the profits of factory
owners and that workmen have a
say in managing the properties has
created a sensation in England. It
is feared that such a law would
establish precedents that might last
long after peace is declared, and
in fact work a revolution in Brit-
ish regard for the sacredness of
property.

If the bill becomes a law its op-
eration will be watched with much
interest. The proposal is but a
step in advance of other Lloyd-
George policies against which aris-
tocratic England has been contend-
ing.

EVADING THE LAW

IS there not a growing careles-
sness in Oregon respecting the
corrupt practices law?

There has been a notable lax-
ity by candidates in the recent city
election in Portland in filing re-
ports of their campaign expenses.

These reports should be made.
They should have been made within
the time limit provided by statute.
If they are not made, the public
prosecutors should do their man-
ifest duty.

The corrupt practices act is a
splendid law. It is a powerful
safeguard for the purity of the
ballot. In a self government, there
should be no other kind of a bal-
lot, and there is no surer means of
keeping the ballot pure than by a
rigid application of the corrupt
practices act.

Let all election laws be strictly
enforced. Let candidates and all
others be made to know that elec-
tions must be orderly and that all
the regulations applicable to them
must be obeyed.

A CENTURY OF PEACE

THE breaking out of the Euro-
pean war prevented the cele-
bration of one hundred years'
peace between Great Britain
and the United States, but the cen-
tenary of the signing of the treaty
of Ghent is not to pass unob-
served after all. There is to be a
local commemoration at Blaine, on
the Washington-British Columbia
border, July 4, under the auspices
of the Pacific Highway association.

The Stars and Stripes and the
Union Jack will wave in unison
and the beauties of living in con-
cord with neighbors be extolled by
speakers.

There is perhaps a peculiar sig-
nificance in the celebration on the
northwestern border, as it was this
boundary that came near being
the cause of war between the two
governments seventy-odd years ago.

The Philippine government has
decided to put two boats on an
interisland run for commercial pur-
poses. There should be a con-
gressional investigation of this evi-
dence of favoritism to the Phil-
ippines. Why should they have a
government owned merchant ma-
rine when the American people,
equally deserving and needy, are
denied assistance from such a
source?

Sam Krasner, of unsavory repu-
tation as an underworld politician
and king of Portland's former ten-
derloin, has been found guilty of
white slavery by a federal court
jury. Every once in awhile our
much criticized courts come across
with something like this to reestab-
lish our faith in their efficiency
as defenders of justice and decency.

The first page of yesterday's
Journal displayed a fine picture of
President Wilson holding little Miss
McAdoo in his arms. Perhaps,
after more experience as a grand-
father, the president will be able
to hold both his grandchildren and
pope before the camera without
making the women afraid he will
drop both or either.

Highway experts, including the
state highway engineer, came over
from the state of Washington to
inspect the Columbia river highway
and after seeing it, declared the
pike to be one of Multnomah coun-
ty's greatest assets. And as time
goes on, there will be ample proof
that their words are true.

Judge Landis of Chicago, who
fined the Standard Oil company
\$29,240,000, which the company
escaped paying, imposed a fine of
two cents on an Illinois man the
other day. The government is just
two cents ahead on the two trans-
actions.

Those 14 young women repre-
senting Canadian grace and beauty
certainly appealed to Portland's
aesthetic sense, but there is no rea-
son why Portland girls should envy
them. The visitors only augmented
the city's number of beautiful
women.

Germany is calling her 1916
conscripts a year in advance, and
England has changed enlistment
ages by lowering to 19 on one
hand and rising to 40 on the other.
Germany already has her 40 year
reservists in the field.

While there has been no reply
to President Wilson's second note
on the Lusitania, it may be signifi-
cant that since the first note was
sent there has been no apparent
effort to duplicate the tragedy.

war bureau, is now admitted by
the Tribunes to have been untrue and
a great injustice to Dr. Meyer-
Gerhard. The Journal's news service
printed statements showing the
story to be untrue the afternoon
of the day the Tribune printed the
original article.

The American boy has seen cur-
tailment of his supply of dangerous
explosives for the Fourth of July.
He is now to see his elders give a
lesson in safety first principles.

This is the last day of school.
When son makes the welkin ring,
remember how you once felt on
such an occasion.

Don't mix your eating and geog-
raphy. Lembers, taken by the
Teutons, is not the home of cheese
of aromatic fame.

TWO MUCH QUOTED MILITIA SYSTEMS

From the Boston Globe.
SINCE the great European nation
spent millions, raised by taxation,
in preparing to slaughter each
others' sons, raised by the taxpayers,
we are told in this country that we,
too, must be prepared. Military men
talk very glibly of the Swiss and
Australian army systems, and many
even now advocate adoption of one
or the other in this country.

In order that people may do some
of the deciding for themselves, the
main outlines of the Australian and
Swiss systems are here given.

Both systems involve universal
compulsory military service!
In Australia the military is di-
vided into two groups—the permanent
forces and the citizen forces. The
permanent forces number about 2900
men and are designed to supply tech-
nical military skill and to act as in-
structors for the citizen forces. The
citizen forces include every man between
the ages of 14 and 26. Those exempted
are certain school teachers, people
who live too far off from training
centers to be able to drill, theological
students and those physically unfit.

Australia gets soldiers by catching
them young. The training begins
with boys in the public schools when
they are 12 years old. These boys
are junior cadets until they are 14.
From 14 to 18 they are senior cadets;
at 18 they go into the citizen forces.

This young soldier is now a part
of the army and liable for any ser-
vice required. He is provided with
a service uniform of hat, woolen shirt,
brooches, shoes and puttees. These
must be worn when on duty, never
when off duty, and they are retained
in the possession of the private. He
is armed with a light form of the
Martini-Henry rifle. His instruction
consists of marching, discipline, hand-
ling arms, musketry, physical drill,
first aid, guard and sentry duty.

At first there was much hostility
to this universal compulsory military
service, but now the people have got
used to it, and employers especially
are said to be pleased with it because
they say it makes their employes
more amenable to orders. Big pa-
rades are not encouraged, but are
held occasionally "to inspire the peo-
ple."

The Swiss system is even more
searching. While the Australian sys-
tem begins with the schoolboy of 12,
the Swiss system begins with the
schoolboy of 10 to inculcate the idea
that he is to become a national mili-
tary unit. In Switzerland every male
citizen between the ages of 20 and
48 is liable for military duty. The ex-
emptions are very limited, including
only federal officials, employees of the
postal and telegraph service, officials
of hospitals and prisons, police,
clergy and teachers. The examination
is physical and mental, the latter be-
ing in the subjects of reading, writ-
ing, arithmetic, history and geo-
graphy. Men rejected at these exam-
inations are specially taxed.

The Swiss army is divided into
three classes: (1) Elite, (2), land-
wehr, (3) landsturm. The elite en-
rolls men from 20 to 32, the land-
wehr men from 32 to 40, the land-
sturm men from 40 to 48. Recruits
during their first year serve 65 days
in the infantry, 75 days in the ar-
tillery and garrison troops, 85 days
in the engineers and 90 days in the
cavalry. Each recruit is issued uni-
form and equipment. This includes
a rifle, which he keeps at home, and
he is responsible for its condition and
 upkeep.

This system is fostered in the pub-
lic schools by voluntary military or-
ganizations known as "cadet corps,"
something on the plan of the Boy
Scout movement. Every Swiss boy
is trained from childhood by parents,
schools and government to regard
himself as part of the military me-
chanism.

Such are the military systems in
two fairly democratic countries. While
not "Prussianized," it may be pointed
out that any compromise under whatso-
ever name is after all a compro-
mise, and involves concessions to
the military spirit. On the one hand
is the plea of efficiency in national
defense. On the other is the cer-
tainty that boys and young men
trained to use guns will be just so
much more disposed to use them in
a national dispute which might be
settled peaceably.

The adoption of universal compul-
sory military service, even in a semi-
democratic form, is a compromise
with militarism at the expense of
democracy. Being a compromise, its
adoption would involve certain un-
pleasant consequences to democracy.
Whether the compromise should be
made or not, the people must decide
for themselves. But they should de-
cide now many rights a fellow really has

what the decision involves and
make the choice with their eyes wide
open.

A FEW SMILES

Tommy saw a small tug tow in a
large ship, and heard
the whistling
"Ob, papa," he
cried gratefully,
"the little boat's
got the little one
by the tail and
the whistling."

"Very gratifying!" said a young and
convinced novelist. "A gentleman
took a copy of my
last work to read
during a railway
journey, and as a
result suddenly dis-
covered he had gone
20 miles beyond his
destination."

"Dear me," commented the young
author's friend, "sleeping in trains is a
bad habit!"

(Communications sent to the Journal for
publication in this department should be writ-
ten on only one side of the paper, should not
be longer than 100 words, and should be com-
panied by the name and address of the au-
thor, and the address to which they should be
sent. The name published, he should so state.)

"Discussion is the greatest of all reforms.
It rationalizes everything it touches. It puts
back on their responsibility. If they have no
reasons, they are forced to give them. They
of existence and sets up its own conclusions
as their standard."—Woodrow Wilson.

The Western Oregon Auto Road.
Medford, Or., June 25.—To the Ed-
itor of the Journal: There seems to be
a general conviction among several
Portland organizations, not to say
anything of the steamboat companies
who get 5 per cent for shipping auto-
mobiles, that it is a good idea to
divert tourist traffic over the sand dune and sage
brush route. They are told that the
road to the Pacific highway are very
bad, etc.

This does our country good in one
way, it has caused us to iron the
roads. The roads, and they are
really excellent, and would likely
be a pleasure to any kind of a road
race from Portland over the two
routes to where the two roads con-
verge.

One of our local garage men, Court
Hall, drove last week from Portland
to Eugene in six hours. Eugene to
Portland is four and a quarter hours,
and Roseburg to Medford in six and
a half hours, maintaining a speed of
30 miles per hour, and reports it
a pleasure to any kind of a road
race. He would like to have a liberal
reward for his feat, and is sure that
the scenery of western Oregon,
and the good roads they en-
counter, will prove a real pleasure.

No War Foresees Its End.
From the Kansas City Times.
The peoples that entered the Thirty
Years' war in the seventeenth century
did not know that it was to be a 30
years' war. They did not know what ex-
actly it was to be a long or a short war,
but they knew it was a long one. They
of Bohemia whose act turned a small re-
volt into the great war had not the
least idea of what he was getting into.

From the length of the European
war it is a guess it has already
been so many financial illusions that no
presumptions can be secure against
the future. The very beginning of
this war was a breaking of illusion.
That civilization could make such an
avatar was itself a broken hope, a
dead dream.

By no fanciful reckoning of finan-
ce, or of human endurance, or of
wealth production and natural re-
sources, can we sustain our belief that
this war will be prolonged to a con-
siderable fraction of the period of its
greatest predecessor, the Napoleo-
nic cycle. We can only hope, in the
vast stubbornness of national
feeling, in the vast interests now felt
to be at stake, in the terrible hatreds
and more terrible because unre-
asoning?

From the New Republic.
They will try to contribute to
the settlement of the world to
permanent peace will have no easy
task.

The internationalists who care for
the human future, who enjoy some
world citizenship, have no tradition,
no technique, no common tradition or
understood procedure to guide them.
The only way they can hope to suc-
ceed is for them like the first stumbling
of a child. They live at the very dawn
of new ways of thinking, and they
are certain to fail, but they will suc-
ceed for their minds have clarified their
task. Our own generation may thus
see the dawn of discovery, not telling
of a question mark and surrounding
confusion in experiments which are blind,
and accumulate a little wisdom in
the end.

Armed Need Geologists.
From the Literary Digest.
Since war has left the realm of
fiery romance and become a matter of
digging the enemy out of lead-
ing trenches, underground bar-
ricks and other evolutions of the
spade and pickax, new problems face
the geologist.

It is becoming gradually evident
that to the various branches of knowl-
edge that go to make up the science
of strategy there must be added
other—namely, geology. It is not
enough to be able to pick out a hill-
side or bit of meadow land, that will
serve as a deceptive light surface.
The commanding officer, fighting now
a war of intrenchments, must choose
a position that will also be diggable.
It behooves a deceptive light surface,
there is nothing but rock, trenches
will be impossible, and his troops will
have no chance against an intrenched
enemy.

Hedged About by Laws.
From the Pittsburgh Post.
"I have just been reading the constitu-
tion of the United States."
"Well?"
"and I was surprised to find out
how many rights a fellow really has

PERTINENT COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Chicago News: While it is never
too late to arbitrate, it is never too
late to be heard.
Detroit News: One of his aids de-
clared that Billy Sunday is a plagiar-
ist in material, possibly but not in
delivery.

Los Angeles Times: The Swiss have
been armed, they are on patrol.
Lake Constance and all jokes about
the Swiss navy are off.

Tacoma Ledger: If you desire an
unusually taking off it is in
"fourth of July tannus will soon be
available."

Omaha World Herald: Delegates to
the forthcoming convention occu-
pied 59 Chicago pulpits yesterday
and, of course, the congregations
heard nothing but truth.

Tacoma Tribune: A prominent Chil-
dren's club has been married with a
new "rationalistic" service. It is much
like the old one, in that the couple
make certain promises which they may
or may not keep.

Pittsburg Press: We love to read
the figures in the nation's daily bal-
ance sheet, especially when they show
interest in feeling in our trousers
pocket to see if that cartage and lunch
money is still there.

New York Globe: The Yaqul In-
dian society, which has been formed in
Germany, and the United States, and
their reasons for this portentous ac-
tion, are being discussed in a Cooper
Colored Book now in preparation.

Philadelphia North American: Hard
luck, isn't it, that just at the time
when American dollars are being used
for the purchase of goods that have
never before, American tourists have
to stay at home?

Oklahoman: Deputy Leader Mann
says that he is now President Wilson
can help being nominated for an-
other term. It is just as difficult to
understand how he is being help
selected if he is nominated.

PENDLETON EAST OREGONIAN:
Probably nothing could be of more
benefit to Pendleton than the building
of permanent roads. Good roads are
needed for their own sake and with
the advent of the auto and the open
road, the subject has become of more
importance than ever before. Other
towns, among them Walla Walla, are
going to have permanent roads to the
Columbia and it is up to Pendleton to
get busy. Fortunately the cause is
not the same as the interests of Pendle-
ton and other portions of the county
is, and so that cooperation may be
expected.

EUGENE REGISTER: Here in Eug-
ene we are very careful of charity
that appeals with peculiar power to
every man and woman and boy and
girl of sound body—the project to
increase the number of the blind, to
health and strength. Just now
there are many sad sights in the
world, but none is sadder than the
sight of a child who is blind, who
has been born with a handicap, who
long life of physical misery and hand-
icapped usefulness. Hunger and cold
are hard to bear, but in this country
they are not paid attention to. The
care there is no 'time ahead when
troubles will be over. Helping such
as these is real service to humanity.

WHAT TO DO WITH OUR SAVINGS

By John M. Oakison.
The field of legitimate, safe invest-
ment for saved money needs to be
enlarged in this country.
Lately a number of people, and a
significant fact: Every large railroad
system in the United States that is
now in receivers' hands or near to a
receivers' hands has a long list of
troubles.

More specifically, these roads have
gone wrong in borrowing the money
to build up the lines and to im-
prove old lines, counting on in-
creased earnings to meet the added
charges. Such work must be largely
speculative in the nature of things,
or may not come. It should have
been carried through on money raised
by the sale of stock.

Why have they done this? Principally
because the railroad managements
have found it easier to sell bonds
than to raise the money in any other
method. It is true that railroad bonds
are about the best and safest form
of investment. We stopped not to ques-
tion the safety of the investment, but
to question the wisdom of the road
selling the bonds.

The Bulgarian Character.
From the Century.
The Bulgarians are nominally
classed as Slavs. So they are—partly.
Yet the world too often forgets that
the primitive Bulgarians were not
Slavs at all, but an Asiatic people of
Turanian stock who in the seventh
century burst upon the primitive Slavs
recently migrated south of the Dan-
ube and settled down as masters. There
were numerous times, however, when
the Bulgarians were so absorbed by
their speech and peculiar identity.

INDEX OF ADVANCING TIDE OF PROSPERITY
Philadelphia Special to New York
Evening Post.
The conditions among the
larger independent steel compa-
nies is that the trade will have
its hands full, not in the fall but
in the close of July. This theory
was based upon the course the
trade has pursued in the last
two months. It has been a point-
ing "chart index" has been con-
tinuously upward. As a result,
prices here are rising, and
profits are working close to 50
per cent of capacity. Domestic rather
than foreign business is mainly
responsible for this improvement.

OREGON SIDELIGHTS

Astoria's Chamber of Commerce
Investment has been raised to \$300,000
and those in charge of the campaign
believe the \$60 mark will be reached.

Ashland Tidings: Colonel Roose-
velt broke two ribs, then went to New
Orleans, where he probably would have
visited the San Francisco exposition.

The Medford Sun claims for Jackson
county the by record of divorces
against all other Oregon counties, in
the past year, though the number of
marriages there is the great majority
with other counties.

The Burns Times Herald exults in
its prowess as a compiler of great
events, says: "The people are busy
issues that the manager of this great
religious weekly threatened to build
large railroad."—Under President
Farrell got busy.

Compulsion to a neighbor town, in
Coquille Sentinel: "Bandon celebrated
the anniversary of her big fire last
week with a series of improvements
have been made in the burned
over area to make it certain that
the fire will not recur. The effects
of that fire but also become a
cause and more calamitous city than
before."

Opening a persuasive pro-Chautau-
qua editorial, the Lebanon Express ap-
peals as follows: "The people are
anxious and busy people and many
cannot spare the time for
anticipate with pleasure a trip to the
mountains or seashore during July
time of the year. It is necessary to
find it necessary to remain at home."

Gold Hill News: If you believe in
the "quiet Fourth" Gold Hill will
be the ideal place to remain. The
Medford and elsewhere are planning to
celebrate the Fourth of July with
a few impromptu races, and it will
be sports for whom no prizes will
be given. Perhaps a laughable game
of ball between actors taking no
interest in the game, and explosions of
spreadsheet oratory.

LEBANON EXPRESS: One woman
in Portland has set a number of peo-
ple to thinking, and this has led to
doing much that has benefited the
part of the city. The woman is Mrs.
Josephine R. Sharp, and her idea is
that vacant lots in the city can be
turned into a garden. The garden
ground to cultivate the ground. In
some instances families were per-
mitted to stretch a tent on the ground
and thus avoid house rent. The plan
was worked out and that hundreds
have been freed, and outlying acre-
age has been let by owners on the
condition that they should be rented
rent free. Mrs. Sharp is just
now advocating children's markets,
where the children can earn money
by selling the product of their labor.

SALEM JOURNAL: There's a pros-
perity item from Pittsburg which
states that the locomotive works
there have been idle for two years,
are about to start up on their share
of orders that are to be distributed
among the different parts of the
country. The locomotive plant, a
thousand employees will have work at
the plant. So the story goes day
by day, of reviving business in the east,
and more of the kind of work that
west are beginning to find their lost
nerve again and purpose to carry out
their suspended program of improve-
ment and extension.

WHAT TO DO WITH OUR SAVINGS
By John M. Oakison.
The field of legitimate, safe invest-
ment for saved money needs to be
enlarged in this country.
Lately a number of people, and a
significant fact: Every large railroad
system in the United States that is
now in receivers' hands or near to a
receivers' hands has a long list of
troubles.

More specifically, these roads have
gone wrong in borrowing the money
to build up the lines and to im-
prove old lines, counting on in-
creased earnings to meet the added
charges. Such work must be largely
speculative in the nature of things,
or may not come. It should have
been carried through on money raised
by the sale of stock.

Why have they done this? Principally
because the railroad managements
have found it easier to sell bonds
than to raise the money in any other
method. It is true that railroad