

THE JOURNAL AN INDEPENDENT NEWSPAPER C. B. JACKSON, Publisher Published every day, afternoon and morning (except Sunday afternoon), at The Journal Building, Broadway near Washburn ave., Portland, Or.

Subscription terms by mail or by ad. in the United States or Mexico: DAILY (MORNING OR AFTERNOON) AND SUNDAY One year.....\$3.00 One month.....\$0.50 SUNDAY One year.....\$2.50 One month.....\$0.25 DAILY (MORNING OR AFTERNOON) AND SUNDAY One year.....\$7.50 One month.....\$1.45

America asks nothing for herself but what she has a right to ask for humanity itself. WOODROW WILSON.

HE OUGHT TO DENY GOVERNOR WITHYCOMBE'S DENIALS.

That is what they all do. He denies that he proposed to give the railroad its \$2.50 an acre and to give it in addition an equal division of the surplusage over \$2.50 derived from sale of the grant lands. He ought to deny.

But the Oregonian said in its report of the proposal: During the conference today, but one definite plan for solving the grant question was submitted. This was by Governor Withycombe, who suggested in brief that the lands be sold at the market value, and the surplus above the railroad's equity be divided between the state and the railroad.

In its report of Governor Withycombe's proposal, the Telegram said: That the railroad be paid its equity of \$2.50 an acre, and that the surplus derived from sale of the land and timber be divided between the railroad company and the state on a percentage basis to be determined upon.

It is assumed that Governor Withycombe will not deny the statements of the Oregonian and Telegram. Whereupon, the question becomes, after paying the railroad its lawful \$2.50 an acre, why divide up the surplus from sale of the land and timber with the railroad on any basis?

Why make a gift of any part of the surplus to the railroad? Why not give it to the school children? Why not place it in the irreducible school fund?

The grant act set the limit of the right the railroad was to have in the lands at \$2.50 per acre. Why give it more?

The grant act has never been amended. It stands just as Congress passed it. It ordained that the railroad should receive "not to exceed \$2.50 per acre."

What right has the governor of Oregon to ordain that the railroad shall receive to "exceed \$2.50 per acre" by giving the road the \$2.50 per acre and giving it in addition a division of the surplus from sale of the lands and the timber?

Governor Withycombe ought to deny. He ought to repudiate his whole proposal. His denial is a confession of error and he should make a clean breast of it by kicking his whole plan overboard, and coming out on the side of the people, where a governor belongs.

A CONSTANT DRAIN THE deliberations of the National Conference on Marketing and Land Credits, soon to meet in Chicago, will be much occupied with the subject of absentee landlordism.

The purpose of the continuation schools is to rescue half grown boys and girls from what are known as "blind alley jobs." These are, as one naturally infers from the name, jobs which lead nowhere. The pay they offer is just enough to entice ambitious youths out of the public schools, but it is not enough to provide for marriage and a family.

Sir Horace Plunkett who is to speak at the conference will relate his experience in reforming the Irish land situation. The result of his work, with that of others,

was to bring prosperity to a land of want and misery. The problem of absentee landlordism is probably more difficult to solve here than it is in Ireland because, while its evil effects are not yet quite so conspicuous, it permeates more deeply into the life of the nation. To understand this matter clearly we must begin with the remark that street and steam railroads, waterpowers, standing timber and mines are really "land" under any adequate modern definition of that word.

THE HELIG BOYCOTT

UNION labor deserves a better exemplification of its purpose than is manifested in the banner carried at the Helzig. Organization of workers for defense of their wage and conditions of their employment is essential to their protection.

With such organization as there is, millions of them struggle along under the most trying conditions in the effort to survive. It is a cause of such moment to mankind and to the worker's world that all its activities should be guided by wise counsel and sound judgment, to the end that its purpose may not be misrepresented or misunderstood.

The wisest minds in union labor are not likely to view with approval the action at the Helzig. The contest there is over whether or not the Helzig should employ an engineer. The theatre uses no engine. It operates no heating apparatus. It gets its heat from a company that is in the business of supplying heat, a fact that makes the employment of an engineer wholly unnecessary.

That is the issue. All that has to be done to heat the theatre is to turn a valve the same as is used in turning heat through a radiator. The Theatrical Federation, which is conducting the Helzig strike, insists that a licensed engineer should be employed at full wage to turn on heat in the morning and turn it off again at night.

The theatre management contends that it is not necessary to go to the expense of employing a man on full pay to perform this slight service, and on its refusal to do so, the strike is ordered and a boycott banner is regularly carried in front of the playhouse.

More to the point, the theatrical Federation, because it cannot compel the Helzig management to employ this unnecessary engineer, is carrying the banner about the place in an effort to destroy the theatre's business.

AS TO THE FUTURE

THE most telling argument for the Wisconsin continuation schools is their economy. This is not apparent without some thought but American citizens, who have the responsibility of government upon their shoulders will probably not refuse to use their minds a little upon a question of vital importance.

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Wisconsin expects an attendance

of some 25,000 in her continuation schools this winter. Germany long since made them an integral part of her incomparable educational system and they have been one of the main factors contributing to her military and industrial efficiency.

DE MINIMIS

IT is likely enough that the grand total of misery which the flea and the mosquito inflict upon mankind outdoes the trouble we owe to lawyers and politicians. The big things usurp the imagination but it is the little ones that make life a joy or a torment.

RIVERS AND ROADS

IN THE early days of our history navigable rivers exercised a most important if not a paramount influence on the settlement of towns, the development of trade and the social life of the people.

Our bodies are houses in a manner of speaking. Peter told his fellow saints that he must shortly "be off this tabernacle," meaning his thin bungalow wall of flesh and skin. We habitually speak of the body as a tenement which we rent for a long time, have no other market for the greater part of their goods but the country which lies round about them and separates them from the sea coast and the great navigable rivers.

It is also pointed out in history that the largest ports have been, not at the mouth of navigable rivers, but as far inland as vessels employed can go. The reason for this is quaintly expressed by an English writer in 1675. He says: "There is more advantage to those places which being seated far within the land do enjoy the benefit of good navigable rivers far within the land look like some noble exchange of nature's designing, where the native and the foreigner may immediately meet and put off to each other the particular commodities of the growth of their own country, the native, as a merchant receiving the foreign goods at first hand, and exchanging his own for them at the very place where they are made or grow, or at most going no further to it than to his ordinary market."

This it is shown that the ideal river ports are those that are situated a good distance inland and have unrestricted navigation to the sea. Such is the situation of Portland, whose natural growth is being retarded by indifference to the advantages of location and by artificial barriers set up by selfish interests.

Another lesson drawn from history is that the decline in inland waterway transportation was due in a great measure to the failure to develop supplementary highway transportation. The making of roads was neglected and the cost of carrying products to and from river and canal hastened the development of the railroad which at first acted as a feeder to water transportation, taking the place of the highway.

It is very obvious that before an open river can have its fruition it must be supplemented by roads leading from dock to producing centers, roads which can be used all the year around. The carrying of products to the shipping point is as much a factor in distribution as is the carrying from shipping point to consumer.

People are quick to realize that a reduction in freight rates should mean a reduction in the cost of a commodity but are slower to take into consideration that the cost of hauling a product to the point of shipping is also a factor in the cost of living.

According to statistics compiled by the government the cost of transportation on wagon roads to shipping points is approximately 21 cents per ton mile. The average haul, which is nine miles, adds \$1.89 per ton to the cost of a product. Through improved highways this can be radically reduced.

HUMOR AND LAW

HARRY YANKWICH'S "Fundamentals of Business Law" accomplishes the difficult feat of making the law interesting while it is exactly stated. The book is intended, as the author says, "to popularize the law" and one would expect it to effect something of the sort if wit, wisdom and legal lore can do it. Some

of the chapters are as racy as Mark Twain and at the same time as sound as Coke himself. Here is a sentence from the chapter on Principal and Agent, a subject as dry as a bone in most law books. "The agent does the shooting, the boss gets the game." That appears to be the whole truth in a nutshell.

Modding between principal and agent, if we may believe Mr. Yankwich, is as hazardous as meddling between husband and wife. "Leave the other fellow's horse alone to his load," our author counsels, or else you may get kicked. The book is full of this homely wisdom. It is recommended by most of our legal lights, both lawyers and judges. Mr. Yankwich has done a good piece of work and no doubt the public will appreciate it.

Freight Agent Mulchay does not agree with Colonel Wood and others who argue that cost of service is the true base for freight rates. He contends that operating cost is one of the least considered factors. In other words that rates should be based on all the traffic will bear.

Adam Smith compares the cost of sending goods by road from London to Edinburgh with that of forwarding them by sea and adds: "Since such are the advantages of water carriage it is natural that the first impulse of a trader, who desires should be made where that convenience opens the whole world for a market to the produce of every sort of labor and that they should be sent to the country which lies round about them and separates them from the sea coast and the great navigable rivers."

And so it came about that Booker T. Washington gradually became the foremost interpreter of one race to another, particularly in the south. When the final verdict is passed upon his achievements, this may well prove to be his greatest claim to renown. Certainly of late years the trips he has taken into the various southern states, when thousands of both races gathered to hear him wherever he stopped, have been of the utmost value. No one is quite so ignorant of negro aspirations and achievements as the southerner of the average small town, whose horizon is limited by the negroes he sees upon the street corners.

To these Dr. Washington brought a message that opened many an eye and won many a heart. True, he was extremely diplomatic; yet he did not lack courage, for he was never swayed by the threatening letters that often rained upon him. He would not take a guard, and unattended he would go by corners at which he had been told he would be shot like a dog if he dared appear. And, withal, his modest bearing, together with his great devotion to his cause, won him friends wherever he went. Here in the north the doors of many a home swung open to him.

Yet he was not the standard bearer of an united race. It is a rare educational leader who does not compromise on some questions, and in his peculiarly trying position, where a single false step might mean the ruin of his work—even the burning of his school—Dr. Washington did not speak out on the things which the intellectual men of the race deemed of far greater moment than bricks and mortar, industrial education, or business leagues—the matter of their social and political liberties. He was silent by choice in the face of many a crying wrong and bitter injustice, and more and more colored men came to resent it. They would not have objected had he, like other heads of schools, kept out of politics and assumed no leadership beyond that of the field of industrial training. But when they saw him, under Taft and Roosevelt, a powerful political factor in the White House, when they saw him in the attitude of a race leader forever dwelling upon the bright side of the picture and having no words of fiery indignation for injustices that cry out to high heaven for redress, the unhappiness grew until men openly accused him of selling their birthright for a mess of pottage.

However, he may have erred, the sum total of the good he did far outweighs the rest. One has only to try to picture the situation as it would have been in the south today without him, to realize how much he achieved. True, he preached the gospel the south wished to hear, because it sug-

BOOKER T. WASHINGTON

(From New York Evening Post.) IN Booker Washington the country loses not only a leader, but one who was in his person a real triumph of democracy. Born a slave, in the aftermath of the war he even slept under the wooden pavements of Richmond, a walf and stray, keeping body and soul together as best he could, but burning with the thirst for education and the desire to get ahead in the world. A colored friend of Dr. Washington's, Richard R. Wright, when also a ragged urchin, answered, in reconstruction days, a northern general who asked what message he should take back to the north, with the words: "Tell 'em we're a-risin', master." Both these boys did rise—to the leadership of great educational institutions; but Dr. Washington had the gift of oratory in addition to pluck, ambition, and an innate talent for leadership, and so he forced along until by a single speech in Georgia he achieved national renown. It was General Armstrong, if we recall rightly, who said that if Hampton had done nothing else but graduate Booker Washington, it would have justified its existence and all the labor and money spent upon it.

If there was any secret of his success in overcoming the terrible obstacles which confront every man of color, it lay surely in his unflinching optimism, his dogged determination to let no obstacle daunt him, and to be himself above insult or humiliation. He was big enough to see early in life that the man who flouts an inferior because of some difference in natural attributes, injures himself, and not the object of his venom. No disappointment could discourage him; if one benefactor dropped out he found another for the place; if his audiences were small and the returns disappointing, why there were other audiences to be found. And so he speedily typified in his person all the great work that Hampton and Tuskegee and a host of other schools were doing for his race, and proved beyond dispute how that work of bringing light to those that would otherwise sit in darkness earns enormous dividends not only for the blacks but for the entire republic. Thus thousands who heard him speak realized for the first time what talents, what possibilities of individual usefulness, lie latent among our colored fellow-citizens, and others found in his "Up From Slavery" a real tract for democracy and for the brotherhood of man. A southern professor nearly lost his position for saying that two colored men, Washington and DuBois, had written the two greatest books that have come out of the south since the Civil war, but the inaccuracy of his statement has yet to be proved; two more moving human documents are not often the product of travail and suffering.

But the first couple of dozen bullets from the front scattered this revelation into smithereens. First, came a bitter complaint from both sides that the other side was violating the rules of war and using dum-dum bullets, making tunnels the size of a stovepipe through the body, instead of clean-drilled auger holes. The tunnels were mere in painful places, and a groggy, cold, and weary man was sifting down, the explanation appeared to resolve itself into three parts. First, that any private soldier had a groggy, cold, and weary man was sifting down, the explanation appeared to resolve itself into three parts. First, that any private soldier had a groggy, cold, and weary man was sifting down, the explanation appeared to resolve itself into three parts.

Second, that any pent-shaped bullet which happened to ricochet from the ground, or struck a tree, or struck any other obstacle in its flight, would either become bent into a crescent or turned sideways and strike broadside on, making the unfortunate

sted menial labor, but it was a great thing to those who knew the attitude of the south toward any education for the negro in ante-bellum and post-bellum days to win it for any form of training that involved mechanics. Some one must lay the foundations, and in preaching industry, thrift, the acquisition of property, correctness of life and bearing, and sticking to the farm, Dr. Washington preached the doctrine most needed by the bulk of the colored people for it is upon that foundation of orderliness and good citizenship that the super-structure must be built without which the negro can not come into his own. Other leaders there are to speak for higher ideals and higher aims toward which the evolution must be certain if our American democracy is to be a true democracy, and more and more such leaders will arise. But in this hour of a great loss to both races it is to be hoped that Dr. Washington's death will recall to the nation's attention, as did his life, that there are great talents to be found among the negroes, as there are certain to be great negro contributions to our literature, our science, our drama, our music, our arts, if only we can bring ourselves to strike from the limbs of Lincoln's freedmen the shackles of ignorance, oppression, prejudice and injustice with which the race that vaunts itself superior still fetters them.

Letters From the People

(Communications sent to The Journal for publication in this department should be on only one side of the paper, should not exceed 200 words in length and must be accompanied by a return address. 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 breaks up all false sanctities and throws them back on their respective owners. It is the only force that is not subject to the law of inertia and sets up its own conclusions in its stead.—Woodrow Wilson.

On British Blundering

Vancouver, Wash., Nov. 18.—To the Editor of The Journal—An altercation is being conducted through the columns of The Journal, and to which I regret being a party. A certain regiment was mentioned. The statement was made that their leadership was poor. This to me, was a surprise, as I was familiar with the record of many of the regiments of the British army, and my surprise when I was told that by regimental leaders I must understand the secretary of war and his staff.

The statement was made that their leadership was poor. This to me, was a surprise, as I was familiar with the record of many of the regiments of the British army, and my surprise when I was told that by regimental leaders I must understand the secretary of war and his staff. It would be conducive to the best interest of the Canadian people to change their government from its present form to a republic. This I did not consider. I merely asked for the specific reasons warranting such assertion. So far my request remains unanswered. Being an American, I am not particularly interested in this European struggle. Being an old soldier, I am particularly interested in the fighting man.

The blundering of British and German alike fail to interest me. One thing in connection with England's blundering, when one takes a broad view of it, is difficult to recognize. She has always blundered in time of war. She has always blundered in time of peace. We are assured, and are sure, that she is blundering today. And still, as I write, her flag is floating over 4,000,000 men, and seven half continents of territory and her subjects number 40,000,000. Her flag today can be seen on the seven seas. Today more than 4,000,000 men are in arms, and all volunteers. Her statesmen say that during the coming 12 months 2,000,000 more men can be recruited without having to resort to conscription. To an outside and disinterested spectator, this looks like a good showing, even though it be the result of chronic blundering. Blundering but time will decide the results of her blundering in this crisis. It may weaken her materially. But of one thing I am sure, she will continue blundering. J. HAROLD.

THANKSGIVING

By Charlotte Fiske Bates WHEN from our much or little we have sought To help another, or to give him joy, Who has not felt a shadow of annoy If he returned no hint of valuing thought? Or it may be that for some gracious deed One pours his thanks out like the summer rain, Yet, heedless, soon will give that heart a pain Which hath devised his pleasure, filled his need.

Though finite minds cannot divine thy plan, Almighty Father of this great, wide earth, With thee, we know all blessings have their birth; Dost thou not feel the thankfulness of man? While prayers and glorias throng toward the skies From myriad tongues, on such a day as this, Still are we ingrates, worshipping amiss, If the year's life such homage falsifies.

Thanksgiving praises! ring your Godward way To every earthly, every heavenly good; Where'er you grow the grace of gratitude; Ye are the blossoms of a harvest day.

SURGERY IN THE WAR

By Woods Hutchinson, A. M. M.D. This war has been as barren of anything new and interesting in surgery as in everything else. Simply a dreary waste of mud and blood and slaughter. Man has reverted three-quarters of a million years at one sweep, back to the grub, the worm, the crawling vermin, half ferret, half hedgehog, from which he originally sprung. There once was a thing called war, a thing that included the things that have been spoken of without disgust and horror, but now men burrow down into holes in the ground to fight and are blown out again by high explosives, or they are buried under a cloud of all over the surrounding landscape.

When the Great Insanity first broke out we fatuously congratulated ourselves that this was going to be a humane war, so far as wounds and their handling was concerned. The modern, small calibre, high velocity bullet was the most humane and gentle killer ever invented, it was said, and every half ounce drilled by it were as small and clean as gimlet holes, the heat generated in the rifle barrel had made it absorbent, and it was said that it was so soft, so far from being a scourge, so that almost no hemorrhage followed unless a large artery was pierced.

But the first couple of dozen bullets from the front scattered this revelation into smithereens. First, came a bitter complaint from both sides that the other side was violating the rules of war and using dum-dum bullets, making tunnels the size of a stovepipe through the body, instead of clean-drilled auger holes. The tunnels were mere in painful places, and a groggy, cold, and weary man was sifting down, the explanation appeared to resolve itself into three parts. First, that any private soldier had a groggy, cold, and weary man was sifting down, the explanation appeared to resolve itself into three parts.

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A Job Hunter Proposes a Plan.

Portland, Or., Nov. 19.—To the Editor of The Journal—A great deal of talk is being done in Portland about the charity people of Portland have a system of their own and it is something I am not familiar with, but I will make a suggestion. Let the city council reduce the hours of the employment agents, and stop this graft by establishing a blackboard in the men's resorts that are self-sustaining, charitable agencies. Here is what it would benefit the laborer: "Wanted—16 laborers at \$2 per day." "Here is the applicant. Where is the job?" "Two dollars for fee, \$1.75 fare." "I have never seen him before. Will you get out. I am not working for nothing." The point is this—the sub-freeman gets 50 per cent, this I know to be true, for I have been offered the same opportunity. I have known as high as \$10 to be demanded for one job. The plan I propose would bring the men in touch with the free bureau of labor and stop the demands of the employment agents, who will take the last cent from the laborer to secure him a job, and temporary at that. It would be something that the laboring class would welcome, and save the city money that is now demanded. Fix the penalty for soliciting money for the laborer, make it as severe as can be made, and from now on five years ago the law may be. The legislature passed one of the best laws, protecting the sailor, that was ever enacted in behalf of abolishing blackboard money among the shipping yards. Why not let the city authorities give the poor, needy laborer the benefit of the blood money? In my estimation this would be the greatest help to the unemployed, without extending charity. A JOB HUNTER.

Defends Canadians.

Portland, Nov. 18.—To the Editor of The Journal—In reply to Ella M. Finney and E. E. Frank I have to say that at least 95 per cent of the Canadians who have gone to the front are English—that is, British, meaning English, and not Irish. Therefore their only argument is groundless and their only wish is to down the British. But they cannot do it, because everything they have said in favor of the Canadian is said in favor of the British, because they are the same. The same may be said in regard to the forefathers, who beat the British in the revolution. Out of the Canadians who have fought in the present war nearly 95 per cent have emigrated from the British Isles within the past 8 or 10 years. I would advise both of the above parties to gain more knowledge of the things upon which they write. W. C.

The Once Over

OF COURSE—everyone will know how it's coming out—and the kolum has the lovely distinction of never having printed—one of those stories.

But this one really happened—right out at Milwaukee. It was in the primary room—and the sweet young teacher was telling the enchanting story of the little Hallowath. —and how he grew to be a man —and a hero. "And Hallowath" she said "spoke a deer—at the forest." —and then she stopped—and wanted to know—anyone could tell her—what a furd was.

And five or six hands went up —and before she could ask—anyone to answer —a small boy yelled: "I know teacher, it's a little a-tomb!"

And I know another story about two little boys named McKay or McKay or something like that. "Anyways they pronounce it the last way." —and Mrs. Glenn Horton who told me about them didn't know how to spell it. —but anyways they're neighbors of hers—out at Lakewood on the One-gon City Line. —and their names are Frank and Jack.

And the other day their mother heard them talking about money. —and Frank said "I wonder what it is." —and Jack said he knew. —and Frank said "Well then if you know all about it why don't you tell me?" —and Jack said "All right—you see—it's this money that you put in the bank." —and then mamma takes it out. —and she says as she did the one last Sunday. —and Walter went to the Baker's with his mother. —and he liked it. —and he liked it. —and he liked it.

Who's at War With Whom? From Philadelphia Evening Bulletin. GERMANY, FRANCE, RUSSIA, AUSTRIA, ITALY, JAPAN, UNITED STATES, BULGARIA, SERBIA, GREECE, ROMANIA, PORTUGAL, MONTENEGRO, TURKEY.

Yes, Old Chap, But Aren't You Afraid, Don't You Know, That His Majesty Wouldn't Come? "C. H. whose 'Afterthoughts' in the Detroit News, are better than most of the forethoughts that inspire them, presents the following tip for the Committee on Added Attractions of the Penitentiary Board: EXTRA GREAT ADDED FEATURE on Saturday at 2 o'clock HIS MAJESTY KING GEORGE V WILL TRY TO KISS A HORSE.

THE GENERAL GROUCH. "An earthquake," says the General Grouch of the Corvallis Gazette-Times; "is about the only thing left that can shock San Francisco."

Uncle Jeff Snow-Says: "I see Guyer Withycombe recommending that we ought to come to Oregon. This is good doctrine, if he will back it up by suggesting how Pennsylvania encourages capital by not taxing any kind of machinery. But millions barely know enough to feed themselves and some very smart fellers are mostly broke."

However, W. N. Lawrence died and left a will. This will provided that \$200 should be spent for a monument over his own grave. It further provided that his widow should be given \$1.

Just as soon as some newspaper starts a Measent Man contest, this kolum wants to be provided with an entry blank. We make this announcement early. So that the contest won't be crowded with cheap competitors. Like fathers who rub their baby's bank to buy beer. Or men who save the tin tips from shoestings to sell for junk. All such inferior pickers may as well keep out. Mr. Lawrence is our candidate.

INDEX OF ADVANCING TIDE OF PROSPERITY New York—A. W. Thompson, operating vice president of the Baltimore and Ohio Railroad company, who has just made an inspection over the system, says the Baltimore and Ohio is now handling the greatest volume of business in its history, and at the lowest cost. The outlook for the road, he declared, is the brightest yet known. With the increase in business offering, the situation has required careful watching to prevent a shortage of cars, but this has been circumvented by special methods for obtaining maximum service out of every car owned.