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OUR regular session showed that this legislature has an excellent membership. There has been more commendation and less complaint of its work than came to any legislature in recent history.

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It engaged less in political tomfoolery than is usual in an Oregon legislature. Knowledge of all this was no doubt a factor in giving confidence to Governor O'Connell in calling the members together in extraordinary session.

Special legislative sessions in Oregon have not been of savory reputation. The people have learned to shudder at the thought of having them convened. The governor was flooded with protests when the plan of convening this one was first mentioned.

It is no fault of the people that such a prejudice against special sessions exists. People do not hold prejudices against anything without some cause.

It is wholly probable that this will be a better kind of special session. The record of the membership at the last regular session warrants that belief. It will be helped in its effort for a good record by the fact that the head of the state government is not a political thimblebagger and that he is concerned entirely with legislation for the well being of the state.

It will have further incentive in the knowledge that these are tempestuous times, that it is a time of all times for the highest citizenship and that we owe it to our dead, our cripples and to all who went to war to so cleanse and purify our affairs as to make state and nation all their imagination painted both when they went out to serve and sacrifice.

The members at the special session have opportunity to set high example in civic endeavor and public responsibility.

In one county in Michigan one million dollars is invested in the fox raising industry. That county will on account of the high price of furs, have 300 fox farms by next summer. One farm has 150 registered foxes for which breeders pay \$5000 a pair. The pelts bring as high as \$3000.

Some of the farms are reported to have realized more than \$200,000 in three years. Fox farming thus takes the place of wheat farming with millions of the world's children crying for bread.

CONTROL OF HIGHWAY TRAFFIC THE suggestion is being made that the jurisdiction of the public service commission be extended to the auto and the motor truck. There seems to be developing a sentiment towards declaring motor transporting lines common carriers and regulating fares and rates. It is a subject which should be seriously considered before any legislation in that direction is attempted.

The conditions surrounding this latest factor in the field of transportation are not altogether analogous to those which have grown up in the operation of the railroads.

Motor vehicle transportation is based on the public highways. In the construction of these highways every one has contributed and to the use of them every one has a right. In the case of the railroad the rails and ties are a private investment and carry vested rights.

To impose restrictions on highway traffic would have a tendency towards the establishment of a monopoly making it possible for a few to control, whereas if the way is left open a free and full opportunity would be given everyone who wanted to engage in the business of carrying people and goods over the highways for profit.

It is true that the public should be protected in the matter of loss and injury but beyond that point it is questionable whether there should be imposed conditions that would in the least affect the free play of competition, or favor private interest.

With the highway open to all the matter of rates would soon be regulated by the shippers and travelers. Whoever rendered the best service would get the business in the end.

The main purpose in the development of highway transportation is to benefit producer and consumer by the quick and economical transfer of products, and anything relating to that object should not be acted upon without due deliberation.

Eternal justice seems certain to be meted out somewhere, some time and in some way. A band of 800 bandits marauding the countryside in the earthquake district of Vera Cruz, were caught by flood and quakes and destroyed.

Forty-three dead IN OUR affairs, nothing is more haphazard and demoralized than our street traffic. A new device has appeared. It has very great powers of destruction. Its smooth and rapid glide gives the race new and extraordinary scope for enjoyment and effectiveness.

But as has been shown by The Journal's investigations that no proper provision has been made in our arrangements to make the automobile perfectly safe on crowded thoroughfares, no intelligent plan has been devised for contributing to the general safety, both of the automobilists and the public.

The new condition has come on so gradually and yet so rapidly that we have not grasped the situation or made provision for the safest and best use of the new machine.

Thus we have never thought to license drivers. We do require a license for the man who sells drugs. We license the lawyer who undertakes the collection of a debt. We license the dentist who plugs a tooth. We license the barber who wields a razor.

There is no account that the lawyers, or the dentists, or the druggists, or the barbers killed or crippled anybody in Portland during the past year. But 43 were killed in traffic accidents, 1197 injured and there were 9004 smashups within the city limits. If there is anything in Oregon that ought to be licensed, is it not the automobile drivers?

Long ago the interstate commerce commission issued the pronouncement that a city is entitled to the benefits of its natural advantages. The railroads ignored the dictum as they built up the artificial route structure of the Pacific Northwest. Seattle pleaded an exception in order that the commodities of the Inland Empire might be brought over its high mountain walls without loss from nature's handicap. The Journal, for a time like the "voice in the wilderness," declared that such injustice should not, must not, continue. Now the interstate commerce commission in a preliminary way has recognized the equity of the claim. The railroads were wrong. Seattle was wrong. The Journal was right.

ZONING THE HIGHWAY THE presence of unsightly buildings along the Columbia River highway foreshadows conditions to arise, which, if not soon met, will result in the destruction of the scenic value of the highway.

Under present laws the public has no control of the situation outside the right of way. There is nothing to prevent private owners from erecting any kind of a structure so long as it keeps within the property line. Any old shack may be put up to serve as a garage or icecream stand on the road side. The only recourse now open to the public is to condemn the abutting land. This would be an expensive process and hardly practicable.

It is suggested that the problem can be met by legislation creating a zone on either side of the road, extending far enough back to protect the view. Within this zone it would not be necessary to prohibit building but to regulate it as is done in cities. Under this system certain standards of construction could be required. These standards could be created by a planning commission which would take into consideration the prohibition of any building which would be artistic and blend with its surroundings.

There may be other ways to deal with the question, but whatever is done should be done quickly if the natural beauty of the highway is to be preserved.

Men and women who drink bootleg booze have fair warning: During Christmas week 247 persons in America died and hundreds of others who did not die are blind or paralyzed for life from use of illicit whiskey. To drink it is to flirt with death.

THE PEOPLE'S POWER THE beef trust, assailed by the government, hurried into the display space of public prints with reiterated denial that any one of the "Big Five" had profited, had cut the throat of competition, or had made excessive profits.

The coal barons and the miners, dissuaded by the government from continuance of the coal strike, sought with elaborate publicity to warm the public heart into new friendliness.

Why was the approving verdict of the people so important to the packers, the operators and the miners? Because the beef overlords, the coal barons, the petroleum monarchs, the automobile autoerats and the transportation magnates have never, singly or all together, approached the au-

thority and the influence of the plain people. They live, they succeed, they enjoy immunity, by suffrage only. Adverse public sentiment is to them more fatal and destructive than fire and flood, court decisions and laws upon state or national statute books.

The great and powerful senate of the United States sits at Washington. In detached attitude and with flooding oceans of oratory it considers the treaty of peace and the League of Nations. The voices of public sentiment roar petition and protest into its unheeding ears. Its self-accredited wisdom is all sufficient. Its power is exercised against the continued peace of the world. Its position is negative.

But the greatness and power of the senate has source alone in the plain people. The day comes and is near at hand when the senate, like the profiteers, must give account to the public.

By what tissue of casuistry will it, can it, cover over its flouting of the will of the people?

A New York preacher has accepted a week-day job in a hat factory. In view of the price of hats, in what enterprise could he more likely find compensation to bolster up his slender salary as a minister? Is there any relation between building sky pieces on week days and performing as a sky pilot on Sunday?

THE end of the trail looms before the elk. The Yellowstone national park herd nears extinction. Driven by drifted snows and starvation from mountain retreats the splendid beasts fall in scores before the guns of pot hunters.

This herd is one of the last in the United States. Another is to be found in the Olympic peninsula in Washington where civilization has as yet been kept at bay by the lack of transportation. But even in this lonely spot the stockmen are jealous of the forage consumed by the wild animals on the national forest areas and think they should be allowed to substitute horns for antlers through the repeating rifle method. Elsewhere there are a few scattered bands. Curry county in Oregon is said to shelter a few elk. A half dozen have been reported from the headwaters of the Clackamas river. The elk released from the city park may be roaming in the same vicinity, but more probably they, in their forest inexperience, have fallen victim to the predatory mountain lion. Wallawa county, in Northeastern Oregon, has laid claim to a limited number upon which hunters have cast greedy eyes.

Appeals for the protection of the elk have issued from the National Parks association. But these utterances are characterized by sentiment rather than practicality. The B. P. O. Elks for the sake of the noble animal from which they take the name of their fraternal organization, ought to assume the task. The Journal was right.

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