

Advertisement for The Oregon Daily Journal, including subscription rates and contact information for the publisher, C. R. Jackson.

Money where they thought the state would supplement the work. But when the state highway department came along it chose other locations after much backing and filling.

Cecil Rhodes' dream of a Cape-to-Cairo route has come true, but in a way never visioned by the great pioneer of African development.

Why does nobody take up the street car situation? The company is asking for an 8-cent fare. It says it is on the verge of bankruptcy.

Senator Fall of New Mexico recently testified before a senate committee investigating Mexican affairs that he is the owner of \$75,000 worth of stock in the Sierra Mining Company Limited, the mines of which are located in Mexico.

Some congressman, so the Washington News says, wants to save days in light once more. Probably he is right on the conclusion that daylight is about the only thing there is any chance of saving in these high cost times.

Whether the present intensive state highway work is to be maintained through next year is to a great extent dependent upon the popular vote in the May primaries on the question of raising the constitutional limit on state indebtedness from 2 to 4 per cent of the assessed valuation.

The American Legion has evidently in common with the great majority of the people, grown weary with watching congress mark time. It wants the national legislature to begin its long postponed advance, and it says blankly that it "does not hesitate to state that it expects definite action within the next 60 days."

It is, of course, a wild expectation, but just at this time, when a new presidential campaign is dawning, it may be that there is good reason to believe the bugle of politics can lift the nation's statesmen over the top within a couple of months, if by the lungs of the leaders do not weaken.

It demands that federal aid be given former service men and women to encourage the purchase by them of rural or city homes; that vocational education be provided; that adjustment of compensation based on length of service be fixed by congress; and that a land settlement act

be passed, effective in all states where land is to be had. It is not desired by the legion, however, that all of these four legislative provisions should be applicable to any one service man, but, rather, that they should be enacted and stand as distinct paths of relief down which the veteran might travel at his option.

It has been a long time now since the men came sailing home victorious that congress has been dilly-dallying over its heralded soldier relief legislation. It is evidently no farther along than when it commenced. It is natural, then, that the leaders of the American Legion should formulate their program, submit it to congress and demand early action.

The young men and women of America who went into the world war deserve favorable recognition at the hands of congress, and it should not be delayed. They are not demanding, and do not want charity, but that which smacks of it. They ask, only, that provision be made by congress that they may be aided in doing for themselves.

They are young men, all of them. They left their classrooms and their employments to serve their country. Their monetary compensation was negligible. Their sacrifices were great. It was a duty they owed their country, it is true, but it is equally true that their country owes them a duty. That duty is to do that which will enable them to recover some of the ground lost in civil life, employment and advancement during the period they were at war, while the world at home was marching on beyond them.

A year or two years out of the preparatory life of a young man is a long time to lose. They have lost money. Mercantile houses, big and little, would have but half as many customers. Rents would drop to a very low level.

Yet nobody hears of anybody who is taking the slightest interest in solving the street car situation. No committee of business men, not even one business man or banker or office building owner or prominent merchant, has come forward with a plan. All that is heard is of a plan to have the public service commission grant an 8-cent fare. The idea seems to be for the business men and other big figures to sit tight and let another two cents be added to the street fare. That would saddle the added burden on the car riders—the telephone operators, the school teachers, the waitresses, the small business man, the store clerks, the wage workers and breadwinners generally.

Is it right? Certainly not. The street car system is a semi-public institution. That it is highly prized by those who own buildings and operate in the business district is shown by the yell that was raised when it was proposed to run the cars but one way on certain streets.

That yell would have become a chorus of wailings if one way operation of cars on all streets had been proposed.

Then, if there is need for something to be done to increase the revenues of the company, must all the burden fall on car riders? Is it their duty to alone furnish gratis, and as a philanthropy this very rich city with a rapid transit system? Especially is it the car riders' duty to not only furnish the city with a rapid transit system, but in addition to pay tolls for crossing city bridges, pay for rides of those who ride on passes, pay part or all the taxes on the street car property, pay for paving and maintenance of paving and pay any and all other charges which the public as a whole may extort for its profit and benefit?

34 rejected him. After writing a long letter about his rejected suit and broken heart, he jumped into the river. No matter how old you get, life on this earth is one blamed thing right after another.

Washington, Feb. 21.—The fight for ratification of the equal suffrage amendment by the southern non-suffrage states may vote for president in November, has narrowed down to two or three states, with the greatest uncertainty as to what the outcome will be. Since the New Year the states of Oregon, Wyoming, Indiana, New Jersey, Nevada, and Idaho have ratified, giving a total of 30 states. Six more are needed to make the required three-fourths. Arizona and New Mexico, and both, is assumed, will result in ratification. That makes 32. Governor Robertson of Oklahoma has said he will call an extra session "Senator Owen wants it," explaining that he does not wish to do anything that might place difficulties in the way of Senator Owen's extra session proposal. He moly thought there will be an extra session in Oklahoma, and that Governor Hart of Washington will also yield to a session which is being brought to bear upon him, and that the extra session will be added to the ratification list. This makes 34.

Nine states are admittedly against the suffrage amendment. They are Alabama, Florida, Georgia, Louisiana, Maryland, Mississippi, North Carolina, South Carolina and Virginia. To this negative list may be added Tennessee, where a state law interferes with any immediate action, and Connecticut and Vermont where the governors are strongly opposed to sufficient and women's suffrage. This makes 12 "hopeless" states, and only 13 are needed to prevent ratification. The remaining states unclassified are Delaware, Kentucky, West Virginia, and so far the agitation in neither of the states for extra sessions has been very strong, and while it is thought that West Virginia will favor the suffragists, Delaware may be a doubtful case. The governor of Delaware is regarded as an anti; the governor of West Virginia is personally for it.

The suffrage secures extra sessions in both the states and both the ratification states will have responded to the call, but there is still an element of doubt as to Ohio. The Ohio legislature ratified, but a referendum was filed, and the courts upheld the referendum. The right, which is disputed by the suffragists, who contend that the action of the legislature ended the matter and cannot be suspended or reversed by a referendum, is still in question. The constitutional question has been carried to the United States supreme court, and is set for argument next month. Should the decision be in favor of the referendum, Ohio would have to substitute a referendum. The list of ratifying states pending the referendum vote. That would dash the hopes of the suffragists for equal suffrage in all states in the choice of the next president.

It will be noted that suffrage hangs in the balance just because ratification by public opinion in Vermont and Connecticut, are so hostile that they will not call an extra session and permit the legislatures to act. The Vermont legislature has refused to call an extra session and would quickly ratify if given a chance to do so. In Connecticut the legislature is also believed to be friendly. If suffrage had these two states, success would be assured. In the same position, and a fourth Republican governor, in Delaware, prevents finding just what that state would do. On the other hand, the anti-suffrage Democratic governors who are causing the suffragists any worry, and these are both "light cases," because Governors Robertson of Oklahoma and Cornwall of West Virginia are both in favor of the amendment, although they have not yet acted. In all other states where Democratic governors have not called extra sessions the legislatures are believed to be friendly against the amendment, with three exceptions, and in those cases the legislatures are known to be against the federal amendment, so no object would be achieved by calling an extra session, any complaint is to be found with governors it rests with the governors of Vermont, Connecticut, Washington and Delaware.

Some History of an Oregon Newspaper and Its Publishers. "Bob" Johnson Tells of His Coming to Corvallis and Becoming a Journalist There. "In the spring of 1872, when I was 14 years old, I landed a job on the Cherokee Times at Cherokee, Iowa," said Bob Johnson of Corvallis. "Sweeping, building, and doing the kind of odd jobs of the helter-skelter, folding, mending, and making rollers, running the Washington hand press and eventually setting type and writing articles kept me busy and interested, and on the side I gave my knowledge of spelling and punctuation that I sadly needed. I worked there four years, working up from \$1.50 a week to \$12 a week. I saved every cent I could, for I realized I would be handicapped unless I got some schooling. When I was 18 I went to the college at Valparaiso, Ind., for I had heard that money would be paid for the board of any other college. I found a room at \$1 a week and got good board for \$2.50 a week. I took the commercial course, studying mathematics, bookkeeping and shorthand.

"I discovered that my work in the printing office had given me a decided advantage in many ways over my fellow students. Another factor that helped me was that I had a good time, but to get all the education I could for the money. When a young chap earns the money he spends on his education he is not so likely to get a job as I did. I had heard that money would be paid for the board of any other college. I found a room at \$1 a week and got good board for \$2.50 a week. I took the commercial course, studying mathematics, bookkeeping and shorthand.

There is a distinction between this measure and the other questions of state finance, which are to be voted on at the same time, that should be kept in view. It does not involve an increased tax, but provides for an extension of the present capitalization of the motor vehicle license fees and gasoline tax as a basis for bond issues. The question to be determined is whether the excess in this revenue, after taking care of the present authorized bonded indebtedness, shall be the basis for more bonds or whether it shall be applied to road construction and maintenance directly.

The present income from the gasoline tax and motor licenses is approximately \$2,000,000. This amount, it is computed, will carry bond issues to the amount of \$40,000,000, which will be the limit of state indebtedness for roads if the pending amendment is adopted.

In the last analysis the question resolves itself into this—shall we borrow the money and complete a large mileage of road early or fall back to the slower process of building a little at a time.

valley. M. S. Woodcock, who had the Gazette, said that only a few days and help him till he could get a printer. The few days ran into a year.

Letters From the People. Mr. Jensen Replies to Mr. Christensen. Mr. Jensen replies to Mr. Christensen's article in the Journal of February 18, regarding the cost of a picture as being a reason for not showing it to the public.

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COMMENT AND NEWS IN BRIEF. SMALL CHANGE. Little more rain, please. Late hours may tell on a man, but his wife doesn't have to be told.

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