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to have man stuff with the women they simply are not there. The respective "goats" of the wed and the unwed, particularly the former, are the permanent captives of the fair sex. And the women, he averred, are losing their respect for the men.

Perhaps it's so. It doesn't accord with our romantic notions of Hispanic gallantry, yet, perhaps, Spain, behind closed doors, is primitive, too. But we have an idea that the American man who proved himself to be the world's best fighter in the recent war will continue to take no less pride in the Spanish aspersions that he is also gentlest with his women.

The withdrawal of Henry Thurtell as chief examiner of the interstate commerce commission in order to become commerce counselor for the Southern railway, is regretted by the traffic men and rate experts who delve into rail tariff mysteries. Mr. Thurtell has a mind endowed with rare ability to penetrate through the confusing mazes of rate formulation and rate regulation to the essential and controlling facts. He evinced unusual grasp of the Pacific Northwest rate situation when hearings of the Columbia basin rate case were held in Portland and Seattle.

YESTERDAY'S KILLING

THERE was an automobile killing yesterday.

The public may have already noted this fact:

That the driver of the fatal car encountered not merely one, but two unexpected things. The first of these unexpected things was the pedestrian just ahead in the line of travel.

The second was the sudden appearance of another automobile. Veering the course to escape the automobile the fatal car struck the pedestrian.

For months The Journal has repeatedly impressed upon drivers the importance of being always prepared for the unexpected. Some one suddenly steps from behind a streetcar, or from behind another automobile, or from behind a wood pile or from behind some other object by which the view is obscured. Not to be prepared always for the unexpected is to hazard a killing.

In this case, two unexpected happenings took place, and all within two or three seconds—the other automobile in full career and after that the pedestrian in the direct line of travel. It was a complication that will more and more appear as the number of machines increases.

These warnings that The Journal has been giving have been worthy of the attention and concern of all drivers and all pedestrians. A constant and repeated warning has been for drivers always to have their machines under complete control at busy street intersections and on crowded thoroughfares. A further injunction has been always to have brakes in perfect repair. Another is to take if granted that somebody is going to step out from behind the streetcar or the automobile or the woodpile just ahead. And a further and highly important item of safety is to take it for granted that the other driver or the pedestrian in the street will do the wrong thing, and be prepared by that expectation to avert a tragedy by being able to come to a full stop in time.

The community ought to help spread these educative facts. Present processes and practices cannot go on indefinitely. If everybody will think and talk safety and do everything possible to carry to everybody in the community the information by which accidents come about, both driving and walking in Portland will become an emphasized pleasure and many precious lives be saved.

One understands better and accepts with less cavil the several Oregon laws providing bounties for the slaughtering of predatory beasts after learning, as the Nation's Business states, that one mountain lion killed \$1000 worth of livestock in a month. A wolf has been known in six months to kill \$5000 worth of cattle. Six coyotes in Texas ran down 300 sheep. Before the poisoning campaigns prairie dogs, squirrels and rabbits ate \$150,000,000 worth of food crops a year.

GOLD AND GOODS

PREDICTIONS that the abnormality of foreign exchange would check the export movement were realized in the February report. Exports dropped from \$723,000,000 in January to \$646,000,000 in February. The record was the smallest since October of last year. The eight months ending with February showed exports totaling \$5,231,000,000 as against \$4,383,000,000 for the corresponding months of last year. It is thus indicated that the export movement reached a crest during the latter part of last year and the forecast of 1929, but that it has now commenced to decline, perhaps not permanently.

On the other hand, the gold which America has been draining from Europe has commenced to go back again. During February we brought only \$4,743,000 in gold into the country but we sent \$43,000,000 in gold out of the country. During the eight months ending with February we sent out \$362,000,000 in gold while in the same period we imported \$43,000,000. Our silver imports in February were \$12,000,000 and our exports \$15,000,000. For the eight months ending with February, our silver imports were \$68,000,000 and our exports \$137,000,000.

The return of gold and silver to the nations whence it was drained will without question enlarge their buying power. Their need is constant. But in the meantime the accumulation of domestic production is shown by more than the commerce reports. In a number of lines merchants, for the first time in several years, are ordering less than the quotas assigned them by the manufacturers. This condition will, at least, give the manufacturers time to catch up with their orders, but it is to be doubted if it represents any permanent status.

While commerce is chaotic, while exchange is abnormal, while industry is infected with unrest, while business hesitates, while trade is checked, while the welfare of the whole world is at stake, the United States senate plays politics with peace. It is the senate's shame.

A NEW FEE

DURING the war Portland banks rendered heroic service. They encouraged their clients to withdraw their funds and loan them to the government through the purchase of Liberty bonds. Bank officers were leaders in the Liberty loan campaigns. At an expense of many thousand dollars a year, Portland banks opened up special departments to care for Liberty loan subscriptions. It was a patriotic service which will long be remembered.

Many persons hesitated to purchase bonds because they had no place to keep them safely and to overcome this objection the Portland bankers offered to hold them in their vaults without charge. Thousands of people availed themselves of this privilege, and this service became a burden to the banks. Now, however, the Portland Clearing House association has adopted a uniform schedule of charges for the safekeeping of these bonds. It is 25 cents a year for a \$50 bond, 50 cents for a \$100 bond and 25 cents each additional \$100.

Have the banks not made a mistake in exacting this charge?

True, care of the bonds is both an expense and a burden to the banks. But when the bonds were purchased, and when unwilling people were urged to go beyond their means in buying bonds, there was no warning statement that the gratuitous service in safekeeping for the securities would be of short duration. It will not be easy to explain to all the public that the bankers must expend thousands of dollars in taking care of these bonds. Nor will it be easy to make everybody understand that there is no violation of good faith in the free care of the securities when people were asked to buy, but a charge after the bond is bought.

Nor could the fee be applied at a more inopportune time. There are loud complaints at the low price to which the securities have fallen. There are many who paid par for them and are now compelled by the stress of circumstances to sell at depressed figures. The effect is to create the false impression that all influences are turning against the humbler bond buyer. And it comes at a time when it is important for every citizen, no matter how humble, to have affection for his country and faith in it.

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The "Philadelphia plan" of traction operation thus brings better wages, better service, greater safety and more travel, with profit to the community. It does not mean to raise the fare. President T. E. Mitten of the Philadelphia Rapid Transit company, under whose management these results have been achieved, recently said to the city council:

"The 5 cent fare is almost a religion with us. It must not be increased."

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the state was offering too much higher education.

But with the institutions in separate and distinct fields, with each offering lines of study for Oregon young men and young women that do not overlap, how can it be said that too much higher education is being offered?

The very fact that more young men and young women are applying for instruction than there are plants and instructors to serve, is concrete proof that all the education that is offered is required by the state's young people. The very fact that there are more of them than can be properly instructed is a practical demonstration that too much education is not offered.

Why should less of education be afforded? Are not Oregon boys and girls worthy of the best that there is in education? Why should Oregon's standard and facilities for education be lower than those of other states?

Are not the sons and daughters of Oregon entitled to a fair start in life?

CAR LINE THAT CAME BACK

"Philadelphia Plan" Proves What Can Be Done With a Five-Cent Fare and Brain.

From the San Francisco Bulletin

Nine years ago Philadelphia's streetcar service was reorganized. Equipment had run down. The men were underpaid and mutinous. Public opinion was hostile. The company was losing money. Since 1915 a demand for reform had been earned and paid, a \$1,000,000 deficit had been converted into a surplus of \$4,500,000, the average yearly wage had risen from \$2800 in 1910, to now \$1581; the equipment had been greatly improved, extra costs had been met, and the car riding habit had increased 47 per cent. Where the average Philadelphia rider 23 years ago in 1910 he now rides 425 times.

How has this remarkable change been brought about?

By intelligent management and by cooperation.

All conditions of employment, including hours and wages, are determined by joint committees, one half made up of representatives of the management, the other half by secret ballot of the employees. In addition, 99.51 per cent of the company's 10,000 employees are organized into a cooperative welfare association. The members of the company adds \$2 to the members' one.

In the 15 months ended November 30 last this association paid \$1000 life insurance on each of 174 members' policies, also 1517 sick benefits totaling \$63,563, and pensions at the rate of \$44,540 a year to 97 employees who had earned the right to pension.

There has more recently been established a savings fund, to which 60 per cent of the employees are contributors. The rate of interest on the fund is 4 per cent. This cooperation is genuine seems proved by the fact that more trainmen were required in 1929 to take in \$18,000,000 than were needed in 1919 to collect \$3,000,000. While the company was increasing its gross receipts 59 per cent, the men's earnings increased 151 per cent and their efficiency increased 120 per cent as measured in production.

In four years the number of children of school age killed by streetcars was reduced from 16 to four. This growth in safety has been accomplished by the organization of "safety patrols" in schools, the elder children being taught to walk and the younger. Motor men report localities in which very small children are permitted by careless parents to play in the streets. Then a company agent visits the mother to warn her of the danger and organizes a community movement for safer playgrounds.

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