

Cheer Up

If people would devote themselves a little more to philosophy and a little less to the pursuit of wealth and worldly pleasure, we should have more happiness in the world, longer lives in which to enjoy it and fewer suicides. It has seemed of late that almost every trivial misfortune is occasion for self-destruction. Any kind of a wrong is sufficient provocation for murder. We worry life away over mishaps which have no necessary influence upon our welfare. A hail storm sweeps across the wheat fields of the Middle West, and the next morning despondent farmers are found hanging around almost every place in trees and barns. A gay young wife tires of the dullness of her husband's companionship and elopes with a livelier man, whereupon two souls were sent unprepared to Heaven. A thousand and one ills that flesh is heir to are so magnified when viewed through the small glass of narrowed vision that it seems better to fly to ills we know not of than to bear those we have.

"There is nothing happens to any person but what was in his power to go through with," wrote Marcus Aurelius over 1700 years ago, and it moderns would read more of his wise sayings they would place a more accurate estimate upon the importance of events of life. "How very near us stand the two great gulfs of time, the past and the future, in which all things disappear. Now is not that man a blockhead who lets those momentary things make him proud, or uneasy, or sorrowful, as though they could trouble him for long?" And again, "If anything external vexes you, take notice that it is not the thing which disturbs you but your notion about it, which notice you may dismiss whenever you please."—Oregonian.

Constitution Now in the Way

If the people of this state should deem it advisable to undertake construction of a railroad from Bandon and Coos Bay to a connection with the Harriman lines, or from Bandon and Coos Bay to the eastern border of the state, an amendment to the constitution would undoubtedly be necessary. Certainly an amendment would be necessary if the state should merely aid in the construction of the road by guaranteeing the bonds of the railroad for the present constitution expressly forbids the state to loan its credit or to create any debts or liabilities which shall exceed \$50,000. This inhibition is contained in section 7 of article 11 of the constitution. The section preceding forbids the state to be interested in the stock of any company, association or corporation.

Very likely the state could, in pursuance of an act passed either by the legislature or by the people, construct and operate a railroad from Bandon and Coos Bay to a transcontinental connection. The state now owns a railroad from The Dalles to Celilo. The only constitutional limitations upon the power of the state to build a railroad are contained in the section prohibiting the state from incurring a debt in excess of \$50,000, and in section 23 of article 4 of the constitution, forbidding the enactment of special or local laws for laying, opening and working high ways. While that section was originally designed to apply to wagon roads, a railroad is in all essentials particulars a highway, and this section might forbid enactment of a special law for that purpose. Our supreme Court held, however, in the litigation which arose over an appropriation for The Dalles and Sandy road across the Cascade Mountains, that where a road connects two distant parts of the state and serves the needs of the whole state, the act appropriating money for it is not a local law. One of the members of the court dissented from this holding, so that question may not be entirely settled.

However that may be, it is quite certain that a Legislature will not

undertake to authorize commencement of such a large public enterprise as construction of a railroad across the Coast Range. If the project shall ever be undertaken, it will be under the initiative and referendum, and under that power the constitution may be amended as easily as an act can be submitted and approved. There might be some doubt as to the validity of an act—there could be none as to a constitutional amendment. The Legislature has power to submit a proposed constitutional amendment or such an amendment may be proposed by initiative petition.—Oregonian.

Oregon and Mr. Harriman.

Of course the people of Oregon will be greatly pleased with Mr. Harriman if he proceeds without delay to build a railroad into central Oregon, and this will naturally and properly incline the people of this state to be more friendly toward him than they have been; but it is not to be forgotten that other roads besides that promised are urgently needed, and have been too long deferred. One of them is the road to Coos bay and another is the road to Tillamook. These are not new projects; they are roads long ago projected, and promised, and that tens of thousands of people have hoped for, and the building of which ere now they have relied upon. It is not right treatment of these people nor of Oregon since these roads are in his territory, for Mr. Harriman to delay their building longer. That they will be profitable no body can doubt, hence the people are not asking Mr. Harriman to risk anything in building them.

We all know, too, that he has made a great deal of "velvet" out of Oregon during the last 10 years, enough to build all the roads. That money in a sense belongs to Oregon Mr. Harriman is a trustee of it. He ought to invest it here, or at least a large portion of it. While inclined to appreciate fully and in a friendly spirit every move he makes to develop Oregon, we do not forget that he already has a great deal of that money and is annually getting a great deal more, and his rates are pretty high.

So as Governor Chamberlain said at Coos bay, and has been repeatedly said by The Journal, if Mr. Harriman does not keep on going ahead and giving Oregon what she deserves the people must take the matter up and help themselves. Heretofore Mr. Harriman has been the big figure and Oregon the little one, but Oregon has grown, and is bound to grow, and it is big enough even now in case of emergency to grapple with Mr. Harriman.—Oregonian.

The New York horsemen who refused to race while Governor Hughes was on the track gave a very conspicuous demonstration of their stupidity. They could not see that they were offering the best of evidence that the Governor's course against the race track gamblers was fully justified a class of men who will thus offer insult to the chief executive of the state will resort to other low measures contrary to public morals.—Oregonian.

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