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BY HOFER BROS.

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WHAT IS THE REMEDY?

The president denounces one Holmes as "a far greater scoundrel than if he had stolen money from the government."

Holmes is the man in the department of agriculture who gave out a false crop report on cotton to gamble on.

Holmes and his associates made a large sum of money by padding a crop report on the condition of cotton.

It is all right to prosecute and denounce men like Holmes, but what about the system that discovers men like Holmes?

What about the civil service system that appoints men like Holmes and keeps them in office and promotes them conscientiously?

The whole system of appointments through the too-much-extended civil service system is top-heavy with bad results.

The class of men who can get appointments and who can be promoted are smart in many ways, but they have no standing with the people.

We mean by this that they have not as a rule made a place for themselves in the world by ability, honesty and integrity of character.

Many a man who can pass a clerical examination by civil service rules has not the stamina to stand up against influences and money.

A merely clerical class can never be relied upon to reform our government and give this nation the service that is above pecuniary gain.

The remedy is to adopt a system that will bring all appointees back to a sense of responsibility to the people, a system founded on merit.

OREGON IS AWAKENING.

The people of Oregon without any leadership from prominent public men, who, mostly silent on the whole subject in their predominant desire for public office, are awakening to the subject of development.

The Willamette Valley Development Convention held at Salem March 23 last sounded the keynote of development along the right line—that the Harriman syndicate be respectfully invited to bear its proper share of the work of making Oregon a great state.

None of the warnings or requests made by that convention were heeded. No special trains have been given the Lewis and Clark fair visitors to get into the interior—not even the one-fare rate was made available.

When will men of broad and progressive views learn to meet the people half way? Not until the mood of the people for fair treatment has passed away and the spirit of revenge takes hold of the population of Oregon.

The Journal realizes that the spirit of the people of this state has been kind and patient and long-suffering. Do the managers of the Harriman properties realize this fact, and will they show proper appreciation?

Let those managers read the reports drawn up and adopted at the Independence Development Convention and by the Portland Chamber of Commerce committee on transportation and draw their own conclusions.

There is still time and opportunity to start on lines of right treatment and avert drastic measures. If the Harriman managers in New York and on the Pacific coast wanted to get right with the people of Oregon they would still find them fairly disposed and not inclined to ask the impossible.

But usually whom the gods would destroy they first make mad, mad in their own selfishness and in an inflated know-it-all mood they are apt to un-

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derestimate the intelligence of the other fellows.

The people know there is no limit to the aggressions of the modern railroad system. The managers in Oregon tremble at the next demands that will be made upon them by the Wall street brigadiers of high finance.

The Journal has confidence in some of the leading railroad managers in Oregon, that they do not see and realize what is coming if the system continues to develop this state.

The Journal still hopes that the entente cordiale between the railroads and the people will be maintained and continue in Oregon. The era of good will and good feeling inaugurated by Mr. C. H. Markham can be made to continue, but there will have to be some good will expressed on the corporation side of the situation.

The Harriman system will have to awaken to the fact that the city of Portland and a few notables there are not all of the state of Oregon. A few crumbs thrown under the tables of the Arlington club will not do.

There must be something done for western Oregon. A large part of the net earnings and surplus must be expended in constructing new lines in western Oregon or the people will see to it that the surplus is not available to expend in building up other states. Better far that there be no surplus earned here than that injustice and non-development continue.

LIMITS ON TAXATION.

There is bound to be an issue made on the way taxes are running up in Oregon. The state taxes have been altogether too high for a number of years.

One does not have to be secretary of state or governor or justice of the supreme court to have an opinion on this matter or to get at the exact facts.

Compare the state tax levies of other states—of the states right around Oregon—and you will realize that the handicap is against Oregon. This must be changed.

The efforts to pass the bills to tax franchises and the practically untaxed corporations of Oregon have not succeeded in the past several legislatures.

On the other hand the machinery for consuming taxes and revenues has been highly developed and rapidly augmented by the reckless class who do not care for consequences.

Is there any other way to get at this but to put up a limit beyond which the state legislature shall not go? That was done in California by the new constitution.

The only weapon left the people for protection is the initiative and referendum. The office-holding class and those who seek to go to the legislature cannot be trusted.

The Journal believes the state tax levy should not exceed 3 mills per annum, or an average of what other states pay.

TYPES OF BATTLESHIPS.

New Models Will Shine in Speed and Heavy Gunfire.

The Scientific American contains information we have not seen elsewhere in relation to the latest battleship designs made by the American admiralty. These designs have been made in the light of all the experience gained by the Japanese in their war with Russia. It is probable that British naval officers have had larger access to the results of that experience than those of any other nation. These new designs must be taken, therefore, as the very newest thing in naval construction.

If the information of the Scientific American is correct England and Japan hereafter will sacrifice everything to speed and heavy gunfire. All guns but the very heaviest will be abandoned, except for a perfect swarm of rapid fire guns to repel torpedo boats. It is said that the new ships will have 18,000 tonnage and 21 knots speed and will carry each ten 12 inch guns mounted in five turrets on the main deck.

With these the admiralty is planning huge armored cruisers of 25 knots speed, carrying the same equipment of 9.2-inch guns. The British are planning no ships smaller than these, except huge torpedo boat destroyers, ranging up to 36 knots speed with turbine engines, and 1000 tonnage. These, it is thought, will take the place of all cruisers and scouts in the future.

This is the natural result of the demonstration in the Japan and Yellow seas that faster battleships with heavier guns can keep out of harm's way while sinking a slower enemy with inferior guns at long range. It is probable that the example of Great Britain will be followed by all nations

that desire to maintain serious pretensions to sea power.

The American bureau of naval construction has been feeling its way for two or three years towards the design of battleships armed only with 12-inch guns, though it has not ventured to ask for 21 knots speed. It is supposed that the delay in designing the two battleships authorized by the last session of congress will result in the adoption of this very powerful type.

Plea for the Cross-Saddle.

The various arguments against the adoption of this cross seat include: That it is against the laws of hygiene, that it creates comment, and that the costume necessary to enable a woman to ride astride is not in accordance with society's ideas of propriety in dress.

So far as the question of health is concerned, there are more professional medical opinions registered against riding in the side saddle than against riding the other way, and by just as good authorities, with better arguments against it. Some physicians insist that no woman ought ever to ride, skate, bicycle or take any violent exercise. This is ridiculous, although some women have, no doubt, injured themselves by riding or taking violent exercise inadvisedly or immoderately.

In its favor it may be claimed for the cross seat that the position is a more comfortable one for both horse and rider; the dress is also more comfortable and safer and may be arranged to appear the same, and that the saddle is infinitely safer for a woman to ride on. The position permits a woman to ride further with less fatigue than she could on the side saddle, to control and cling to her horse better, to get away from the animal more easily in case of a fall, and to do many things, such as to shoot from the saddle, play polo, etc., much better by reason of her position in the saddle.

The danger of the skirt catching on the pommel, the necessity of sitting always too far back on a horse, the unavoidable extra pressure on the left side of the animal, the certainty of the saddle turning if the girths become slack, and the probable injury which the high pommel, or horn, would cause to the rider should she be rolled on, are all avoided by relinquishing the side saddle for the man's—Outing.

A Grim Tragedy

is daily enacted, in thousands of homes as death claims, in each one, another victim of consumption or pneumonia. But when coughs and colds are properly treated, the tragedy is averted. F. G. Huntley, of Oakland, Ind., writes: "My wife had the consumption, and three doctors gave her up. Finally she took Dr. King's New Discovery for consumption, coughs and colds, which cured her, and today she is well and strong." It kills the germs of all diseases. One dose relieves. Guaranteed at 50c and \$1.00 by J. C. Perry, druggist. Trial bottle free.

Where the Punishment Falls.

Tommy—Say, father, where does the Mackenzie river rise, and into what body of water does it empty? Father—To speak frankly, my son, I am afraid I do not know. Tommy—Don't know, eh? That's easy for you to say, but tomorrow the teacher is going to lick me on account of your ignorance.—Washington Life.

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A Wife's Prerogative.

Judge Slover of Kansas City Tuesday scored a big hit with two women who were in the court room when he declined to frown upon the act of a wife searching her husband's pockets while her liege lord slept. "I cannot condemn the ancient privilege of the sex to take money out of her husband's pocket at night," said the court.

It all came about in a case wherein William N. Harding was suing Ina M. Harding for divorce. Harding testified to the extremely jealous disposition of his wife; how she constantly accused him of lack of affection, and then told of losing money in the night time. Judge Slover promptly ruled this out. "I think you have sufficient cause for divorce without interfering with the prerogative of woman," he said. "I'll grant you a decree on the other evidence."

The Way We All Do.

Bjorkyns—Bad cold you have, Bjorkyns. How did you contract it? Bjorkyns—I didn't contract it. It was only a little one and I expanded it.—Somerville Journal.

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