

# DOG TAXES MARRIAGE LICENSES

## Some Ideas of the Horse Editor's Concerning Them

The suit to determine the legality of the dog tax or dog license, which it may be found to be, is attracting considerable attention, and there will be a feeling of genuine relief when it is decided right, whichever way that may be. The horse editor does not pretend to be wise, in fact, freely admits that he much prefers otherwise, and though he has never been a horse, despite Miss Anna Shaw's statement, has a smattering of horse sense. It may be that the city council in its unwisdom has some imaginary reason for taxing owners of dogs, but, if so, "it and God" alone knows the reason, and neither seems disposed to tell. But there is another license far more inexcusable than that levied on the owners of dogs—a license that is an insult to intelligence and an outrage on decency, and that is the marriage license. "God moves in a mysterious way His wonders to perform," says the old hymn, but the Oregon legislature does a stunt that makes an average mystery seem as plain as a mathematical calculation. Why should any man be compelled to pay the county for the privilege of taking the woman he loves to his heart, to become a part of himself, the mother of his children, his other and better half, without which neither is complete? Why should the county or state compel a man to pay for the privilege of doing what it wants him to do, and what is necessary to the very life of the community itself? Is marriage an institution to be rated with the keeping of a saloon, the auctioning of goods, the using of a shotgun or the owning of a dog? When Johnny gets a strangle hold on Mayme's or Grayce's willowy waist and gazes down into the clear depths of her pellucid eyes, and sees there only his own image, and she snuggles her dear little flossy head up against his breast, why should the measly minions of the law butt in and demand three big American dollars, before he can give her his name and share his love, his trials, his joys and his debts with her? What business has the county with assuming ownership of the girl, and selling her to anyone at any price? What business is it of the county's, or any one's else, except the parties in interest and their parents? The license to marry is all right, since it guards against fraud, but why charge for it? But if marriage is punishable by a fine, strictly payable in advance, why not make it larger? Why insult every woman by charging her would-be husband for the privilege of imagining he owns her \$3.50, while for bossing a female dog the price is run up to six big plunks? Is it supposed by our wise lawmakers that it is really worth more to a man to own a dog than it is to possess a wife? Is her value only three and one-half times that of an old muzzle-loading shotgun? Does it injure the community and shock its sense of propriety 50 cents worth more for a man to marry than to purchase a bull pup? If the license is correct, it does. A license is levied, or said to be, to compensate the community for some real or imaginary inconvenience or possible injury, and so long as the state or county punishes marriage by levying a fine for committing it, so long will horse editors with horse sense, as well as all the other sensible people, be compelled to admit that our lawmakers look upon marriage as an offense if not against public decency and morality—at least against public policy. The horse editor has no ax to grind, he is not seeking matrimony, he was fined once for the offense down in Nevada, where the lawmakers had a truer conception of a good woman's value, and made the punishment \$10. That was some years ago, when the horse editor's back hair was on straight, money was not so much of an object, and he was not so well versed in cash values. No, matrimonial tendencies or inclinations have not inspired this article. Still, if some real nice woman, able to maintain and care for an orphan as the poor, lonely wail should be cared for, well, in that case the horse editor could tell her where she could find a real nice orphan, who would, even though under protest, plunge the three plunks to the county clerk.

### Gasoline Motors for Railroads.

The San Francisco Chronicle says: The officials of the Harriman lines are busy experimenting with a new motive power. The idea is to have automobiles on rails. Single passenger coaches will be fitted up with gasoline motors, and will be used to speed along suburban routes or on branch lines where the travel is not sufficiently heavy to require locomotives and one coach can often do the service. The motor have been tried out by the engineers of the Southern Pacific and the Union Pacific, and the latest reports show that they are being perfected and will rapidly be adapted for the use of regular service.

The Union Pacific has been experimenting with the scheme for some time, and it is announced that the engineers of the road have fitted up several cars, which have operated to the perfect satisfaction of every one.

The idea is simple in the extreme. In the rear of a single-passenger coach a powerful gasoline motor is installed, resembling much the motor of an automobile. An attachment is made to the rear axle of the car, after the scheme of an automobile attachment, and the machine is ready for service. The only difficulty to overcome in the scheme has been the tremendous weight of the average passenger coach. It takes a high horse power engine to drive the heavy coaches with any speed, and especially to overcome a grade of any difficulty.

The officials claim that the most serious aspects of the problem have been solved, and it will only be a matter of time before the new cars will be put into suburban service or along side lines. The new system will be much cheaper than hauling by locomotives, and it is thought that the single cars will be able to attain a higher speed. The idea appeals to the officials in that the entire equipment of a train will be the one car. This will cut down the train force, and will almost make it possible to have the car operated by one man, or at least two. Powerful motors will be installed and high-pressure brakes, so that the single passenger coach will be whisked over the rails at a high rate of speed, and can be brought to a dead stop by the application of the powerful air brakes.

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