

...CAPITAL JOURNAL'S EDITORIAL PAGE..

HOFFER BROS., Publishers and Proprietors

THE JOURNAL STANDS FOR PROGRESS, DEVELOPMENT, GOOD GOVERNMENT, AND NO DEGRADED LABOR.

STAND FOR AN UNITED DELEGATION.

With all the bad advertising Oregon has had in a political way the time has come for united action.

The people of Oregon are TIRED OF ONE-MAN DICTATION and want the Oregon delegation to work together.

The senators and representatives from Oregon for their own protection should unite solidly for good work.

LET US STAND UP AND BACK FULTON AND GEARIN AND HERMANN.

The men now representing Oregon and to represent this state in the immediate future are able men. Bourne and Mulkey, Hawley and Ellis are men with few equals in public life of any state.

They are in their prime and capable of good service, and are "safe and sane," and should be upheld by all fair-minded citizens. They have won their nominations and elections honorably and SHOULD BE KEPT IN THEIR PLACES IF POSSIBLE.

Misrepresentation and belittlement from Portland should cease. They cannot all come from Portland now or in the future.

The time will never come again when all the senators will hail from Portland. Warfare on Fulton WILL DRIVE THE NEXT SENATOR FARTHER FROM PORTLAND.

Portland newspapers might as well give up slugging and destroying men who hail from other parts of the state.

The warfare on Senator Fulton has been unkind, unjust, unmerciful and injurious to Oregon. He has accomplished wonders for a man discredited at home and cast under constant suspicion abroad.

When Oregon needs so much in the way of public service, Oregon should stand loyally for every man sent to Washington.

Wyoming returns Senator Warren unanimously when he is accused of frauds. THAT IS THE WAY OTHER STATES HAVE TO DO TO GET RESULTS.

The time has come to strike the Oregon boot off Oregon politics.

THE DIRECT PRIMARY LAW WILL ACCOMPLISH THAT RESULT.

Our public men can appeal directly to the people on their record.

Under that law is it beyond the power of any newspaper to obliterate any public man.

The disposition to crush every public man who will not play toady has cost Oregon millions.

The time has come to build up a strong delegation and UNITE IN SUPPORT OF THE MEN THE PEOPLE SEND TO THE NATIONAL CONGRESS.

To do anything else is a crime against the commonwealth, a crime against the Republican party.

Oregon has had too much of the slugging bludgeon style of political work.

GOVERNOR CHAMBERLAIN IS RIGHT.

He wants a railroad commission that shall be subject to the direct control of the people.

He does not want any ornamental junketing body. THAT IS WHAT OREGON HAS HAD ONE DOSE OF

A commission appointed by the governor, subject to removal without ceremony or litigation, is what the people want, IF THEY WANT ANY AT ALL.

In Washington the new commission has a fund of about \$25,000 to spend in getting at the bottom of facts.

The commission to be worth having MUST HAVE AS MUCH BRAINS AND BUSINESS ABILITY as the corporations themselves.

It can't be made up of weaklings, place-seekers, cast-off politicians hunting for crumbs, and be worth anything.

Governor Chamberlain can't hit no this line too hard nor speak TOO PLAINLY IN HIS MESSAGE ON THIS SUBJECT.

The people will not stand for a weak, feeble, inefficient commission whose members will get cheap railroad jobs as soon as they are off the commission.

THE HIGH VALUATION PLAN.

County Assessor Sigler and the Oregonian are kicking at the prospect of enormously high taxes as a result of raising valuations.

Sigler has been the main promoter of the plan to increase values about four times. CHEAPER TAXES WERE TO RESULT—in a horn.

If the levy were made correspondingly low, taxes need be no higher. But they will not be made much lower in Multnomah county, it seems.

In cold hard frozen truth, the Willamette Valley Development League tax bill was the only one on the right lines.

It proposed to cut one-half the direct taxes the first year, AND SHUNT THEM UPON INDIRECT VALUES. Then it planned to wipe out all direct taxes.

But Sigler and the Oregonian fought that bill and helped kill it when it was the only real reform measure before the people.

Now their own hobby is kicking back on them. Everybody knows that unless fought by men with nerves of iron doubling valuations will result in higher taxes all the time.

THE STUCK PIGS ARE ALREADY SQUEALING AT PORTLAND.

DRESSING UP TO GO TO TOWN.

A Salem man asks the editor how to dress to go to Portland and whether red socks are ever permissible.

If you are a business man don't dress up at all. JUST BE A "PLAIN CLOTHES" CITIZEN.

Dress just as you would dress to go to your own place of business. Wear black neckties in preference to red.

Then your friends will recognize you.

If anything, don't wear quite as good clothes away from home.

You won't attract as much notice but you'll feel better "STUBBING AROUND" IN YOUR EVERY DAY CLOTHES.

When an Emporia, Kansas, man goes to Kansas City, he puts on what he calls his trotting harness.

Kansas City men put on their best business clothes to go to Chicago.

Chicago men put on their best to go to New York, and then compared to the well-dressed New Yorker, LOOK AS IF HE HAD SLEPT IN THEM.

It makes one gasp to think how he would look to a Londoner or a Parisian. Better not try to look swell.

GOVERNMENT OWNERSHIP OF RAILROADS.

After a year of world-circling travel and research, of pause wherever men are squarely shouldering the responsibilities of mankind, Charles Edward Russell brings to close his "Soldier of the Common Good" in a remarkable summing up, in the January Everybody's Magazine.

It is difficult to estimate the importance to Americans of this conclusion.

It will be read by every dissatisfied patriotic citizen.

It is to be hoped that all satisfied ones will see it.

Russell speaks of government control outside of the United States as follows:

"Perhaps we in this country give insufficient heed to the immense force of this trend (outside of our own country) toward the communal good."

TAKE UP THE SINGLE ITEM OF GOVERNMENT RAILROAD OWNERSHIP.

In the beginning practically all railroad enterprises were owned by private capital.

In 1900 there were 167,813 miles of government railroads in the world outside of the United States.

Since that year Switzerland, Italy, and Japan have taken over their

privately owned lines and the principle of government ownership has been extended everywhere, so that in 1906 there are 220,750 miles (outside of the United States) owned by government and only 91,946 miles owned by private companies. It seems likely from present indications that in a few more years there will be hardly a mile of privately owned railroads in all Europe except possibly in Spain.

The life of private ownership in England will certainly be short, and the nationalization of the French roads is definitely settled.

It is necessary to bear in mind these facts in order to understand the amazement and mirth with which intelligent foreigners learn of such legislative wonders of our making as the railroad rate bill and the meat inspection bill.

TO THEM SOLEMN AND ELABORATE FOOLING OF THIS KIND SEEMS TO BELONG TO THE CHILDHOOD OF THE RACE.

GOOD WORDS FOR THIS STATE

A Few Kind Thing Said For the Oregon Leaders

Clyde Bellinger and wife, of Union, Oregon, have been spending the Christmas holidays attending family reunions at Salem, and renewing old acquaintances. Mrs. Bellinger was Miss Hattie Morelock, and both these Salem young people have

posts of friends at the Capital City. Mr. Bellinger represents the Acme Harvester Company for the three counties of Union, Baker and Umatilla, and his territory is as large as the state of Massachusetts. He says:

"The Eastern Oregon country is coming to the front rapidly. I sold \$40,000 worth of machines last year, and, with good crops, hope to double my sales this year. The city of Union has taken on a new spurt of life. Instead of being hurt by the removal of the county seat, the city has been helped in many ways. I notice much growth in Salem, and all the traveling men I meet with anywhere give the Capital City a good word. There is a generally favorable impression for the city on the Willamette, and it has the reputation of being the best business town in the interior of the state, and of being a good business center. Your new electric lines and street improvements are telling, and all you need is to keep up your lick, and give people the impression that all steps of progress cannot be killed in their inception, as has been the practice for so long past."

(Pendleton Tribune, Dec. 22.)

Colonel Hofer, editor of the Capital Journal, of Salem, passed through Pendleton yesterday on his way home from Washington city and Chicago. He was a delegate to the national meeting of the Rivers and Harbors Association, which met in the former city, and in the latter he visited at the home of his mother.

The colonel was very proud of Oregon's representation at the meeting, and thinks that it will result in great good to this state. He says it was one of the greatest things for Oregon that ever happened.

But the thing concerning which the Salem editor is the most enthusiastic is the prospects for Oregon to have in the next session of congress the strongest and best delegation that ever represented the Beaver state at the national capital.

He says that in Bourne, Fulton, Mulkey, Ellis and Hawley the state has representatives who are not only men of ability and men who will devote all their time and energy for the good of Oregon, but also men who will work in harmony, which is something new in Oregon politics.

He thinks that a new day is dawning for Oregon politics, that old re-

gimes have passed away, and that hereafter the Beaver state will present a united and solid front.

He was particularly loud in his praises of the way in which Bourne and Mulkey have gone back to Washington now, and are staying there at their own expense, in order that they may get "onto the ropes," and learn the ins and outs of national legislation, so that when the time comes for them to step into the harness they will be prepared and will not be compelled to learn everything while they are there at the expense of the people.

Colonel Hofer also took time to inspect the paving and compliment the city of Pendleton for the spirit and enterprise manifested in every line of civic improvement.

W. H. Weeks, of La Grande, has been visiting his parents, Mr. and Mrs. Geo. Weeks, over Christmas. He is connected with the Blue Mountain Creamery Company, of La Grande for the past year, and will continue there. He says: "There is a great future for the dairying business in Eastern Oregon, and much of that country is like Western Oregon, naturally adapted to the business which I represent and have made my life work. I took a course at the State Agricultural College, and our company is handling five plants. Our head office is at La Grande, and we are operating at Pendleton, Union, Wallowa and Enterprise. Some months in the year we pay out \$7000 to \$8000 to the farmers, and can sell all that we make at good prices. Wallowa county is especially adapted to dairying, as it is a natural alfalfa country, and has plenty of water. The same is true of parts of Baker, Union and Umatilla. Two of the largest producers of dairy products are Walter Pierce and Judge Halley, of Pendleton. The Grand Ronde country is coming to the front very fast. There is a great future for dairying in Oregon, and I would advise any young man who has a taste in that direction to get a first-class scientific and commercial equipment, and there are plenty of positions waiting for him."

A prominent business man: "I suggest that the incoming city council be given the backing of the people of this city in every way possible. Among other things I suggest that a large body of business men attend every session of the council. This would have a good influence, in that it would inspire the members with the faith that they were appreciated. Such a body of visitors could be consulted at many times, and the exchange of opinions and united judgment would be very helpful. It would be a fine thing to have the council chamber packed at every meeting. As it is there is a big attendance only when something is going wrong. Why not reverse the situation and have a good turnout to greet the council when it is doing something good. Surely, there would be more good done as a result."

WANT MINE INSPECTOR.

Baker County Legislator Asks That Mines Be Examined.

(Baker City Herald.)

In response to a demand for mining legislation from Baker county mining interests the delegation to the state legislature will introduce at the next session the draft of a bill prepared instituting the office of state mine inspector to be elected by the people, an office which in the opinion of mine owners has been needed for years.

The draft of the bill has just been completed. It provides for a state mine inspector at a salary of \$1200 per year with expenses and mileage not to exceed \$2000 per annum. There shall be a two year term and a bond of \$5000 is required. Deputies who may be appointed as needed by the inspector shall receive \$5 per day as compensation.

The inspector shall not be an employe or officer in any mining corporation or be interested in smelting or reductions works. Once each year he should visit in person every mining county in the state and shall



Holiday After-math

This is a picture of a gentleman fully fitted out by his holiday presents from our stock.

IT'S ALL OFF NOW

And everything we have will be sold at prices to suit your after-Christmas pocket book.

G. W. Johnson & Co.

examine each mine that this judgment may require it, for the purpose of determining the conditions of safety and to collect statistics of the mines and mineral resources of the state.

He shall have the power under the new bill to examine all parts of all mines at any reasonable hour, and the officials in charge of the properties must assist him in these examinations. Should an unsafe condition be revealed he must report in writing to the company stating in detail the particulars and requiring necessary changes to be made. If the requirements are not met by the mine officials they become liable to a fine not to exceed \$500 and each day of refusal or neglect to install the changes is considered a separate offense. In case any accident or fatality follows this notice, should not changes be made the notice is evidence of the culpable negligence of the company.

An office for the inspector shall be provided in the state house. He will there preserve such data as he collects. Keeping careful and complete records of all mines. Each year a detailed report of each mine must be filed with the inspector. The inspector must make examinations of mines where a formal sworn complaint that they are unsafe is presented signed by three persons.

If he finds danger exists the inspector may order the mines closed until it is remedied. The bill provides in detail the reports that shall be made by the official and the rules follows and the deputies guidance.

looked surprised and asked me if I did not read the brass plate on the wall, which stated that once Dunlap Webster had slept in that room. I paid the bill cheerfully after learning that fact. Still it was high.

I will say for the young ladies, that while the Japs will never capture a square inch of American soil with my consent, the way their women dress their hair has captured all the stylish women of the eastern cities. The Japanese pompadour has swept the country, and it is put up in many very pretty ways.

The city of Omaha is covered with advertisements of men wanted, in the roundhouses, in the carshops, on construction work in cities and on railroad extensions.

At the large railroad centers they can't get enough men to repair the crippled freight cars.

On nearly every train coming west there were such crowds that the smoking cars had to be given up to women and children.

I returned over the Union Pacific road via Omaha. It is a splendid transcontinental line. We came through snow nearly all the way, only getting out of it when we reached The Dalles.

The Union Pacific has a splendid dining car service, meals almost as good as at home. The waiters work hard when they think they will get a tip. One big colored man was trying to work me, when I worked him. I asked him if his name was Gans. He colored up and said no. I knew I had hit a soft spot on his head. I said he surely must be some relation, there was such a striking resemblance between him and the African champion of the prize ring. I thought he would fetch me the whole contents of the dining car kitchen, and the bill was very moderate.

E. HOFER.

They Mean It.

No one should suffer a moment longer with Piles, for Dr. Leonard's Hem-Roid will cure.

A guarantee for \$1,000.00 goes with every package of the Hem-Roid.

No matter what kind you have. Blind, Bleeding, Internal, External, Itching or Suppurating. Dr. Leonard's Hem-Roid will cure you.

This is a strong statement, but it is supported by a thousand testimonials from those who have been permanently cured by Hem-Roid.

If you are not cured you get your money back. \$1.00 at drug stores or Dr. Leonard Co., Niagara Falls, N. Y., Proprietors. Sold by Dr. S. C. Stone, Salem.

Road Tax Defeated.

At a meeting of the tax payers of the Jefferson district held at that place last Saturday, the proposition to levy a special two mill tax for road purposes was defeated by a vote of 18 to 13. A similar levy was made last year, but there seems to have been some dissatisfaction as to the manner in which it was expended, which fact had more or less to do with the defeat of the proposition.

It is generally believed that the majority of the district would gladly vote the tax if everything was satisfactory. Many of the heavy property owners who would have favored the movement live outside the corporation limits, and thus were disqualified from voting.

PILES CURED IN 6 TO 14 DAYS.

PASO OINTMENT is guaranteed to cure any case of Itching, Bleeding or Protruding Piles in 6 to 14 days or money refunded. 50c.

Letters to the School Children.

Dear Children: In traveling across the continent on fast trains passengers arrive before their letters do, and I find some of my letters keep coming on several days after my return to Oregon.

I was out of Oregon exactly three weeks, and the farthest point I reached was Boston. Boston is full of American history. At one hotel I had the use of a room about two hours to change my clothes.

They charged me \$2.50 and when I asked them what it was for, they