

...CAPITAL JOURNAL'S EDITORIAL PAGE.

HOFFER BROS., Publishers and Proprietors

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

THE GOD OF CLAY.

I watch each day my singing sister go
Lightfooted to the temple on the height,
Bearing fair gifts, trailed blooms of rose and snow,
To please the golden gods of their delight;

The golden gods that, in their lofty place,
Stand in their flawless might for all to see,
Bearing each one upon his perfect face
The pride of his infallibility.

And ever on their way and singing thus
They pause sometimes to urge me or deride,
"Sister, wilt thou never come with us
To worship where the gods of gold abide?"

They never know that, ere they pass the gates
Of bronze and ivory, I take my way
To where, in his unlighted darkness, waits
My desecrated, shattered god of clay.

Before their golden gods my sisters cast
Their fleeting blooms, the gladness of their years;
I bear to my degraded god this last
Great gift of silence and of awful tears.

—Theodosia Garrison.

OUR BOASTED INDEPENDENCE.

"And God made man in his own image," says the only authentic history of man's creation.

Yet you would have difficulty IN TRACING THE POINTS OF DIVINE RESEMBLANCE IN SOME OF US.

"In the image of God made he him," and endowed him the faculty of reasoning for himself, of exercising independent judgment according to his conscientious convictions.

Briefly, he made him a free moral agent governed only BY A HEAVEN-GIVEN KNOWLEDGE OF RIGHT AND WRONG.

Yet, what does that man, endowed with a good staple brand of horse sense of his own, proceed to do?

Do you find him exercising independently the faculties with which his creator has equipped him for the discharge of the obligations of citizenship?

NOT MUCH.

Do you find him in the halls of congress fearlessly upholding the rights of the people, or in the ante-room truckling to the lobby?

Do you see him in the legislature, hurling defiance at the foes of the commonwealth, a champion of the people's cause?

In the councils of the municipality do you find him the fearless advocate of the interests of his constituents or do you find him with his backbone wrinkled up like a cut-worm on a hot stove and his judgment trampled under foot, the pliant tool of interests antagonistic to the public welfare.

YOU CAN ANSWER THIS QUERY FOR YOURSELF.

The real trouble with us all lies in the fact that we are more or less governed, not by our common sense judgment and sense of right, but by what we expect our fellow citizens will think of us.

Now our fellow citizens, having confidence in our judgment and sense of justice delegate to us the administration of the affairs of the commonwealth they represent, they have no right to exact anything from us but faithful, painstaking, God-fearing service, RENDERED ACCORDING TO OUR JUDGMENT.

If this be so why should we hesitate in the performance of the obligation imposed upon us?

WHY SHOULD WE REGARD THE OPINION OF THOSE WHO HAVE ALREADY DEFERRED TO OUR JUDGMENT?

Why should we grovel at the feet of public opinion when the path of duty lies plainly before us?—Daily Medford Tribune.

PLAN FOR STATE TO BUILD RAILROADS.

In the Portland Journal the other day Hon. Robert Glenn Smith, well known as a politician in southern Oregon, outlined a plan for relieving the congested conditions of Oregon railroads.

He has little faith in the efficacy of the railroad commission to accomplish anything practical in that direction, and holds to the view that THE PEOPLE MUST WORK OUT SOME PLAN FOR HELPING THEMSELVES.

To that extent Mr. Smith is sound in his judgment we verily believe. Then the southern Oregon statesman proceeds to outline his plan as follows:

"An initiative petition amending the state constitution in which is given to the people the right to vote upon the issuance of bonds for internal improvements, including the building of railroads. It is not the intention through constitutional amendment to embark the state in the promotion and ownership of railroads, but to invest the people with the power to vote upon a bond issue and when opportunity offers to issue bonds and build a road under state supervision. The road can then be leased to a transcontinental company at a figure that will pay interest on the bonds, maintain and keep the roadbed in repair and provide a sinking fund. The latter in time will grow to such proportions that the bonds can be retired, and the state come into complete and unhampered ownership. Through the proposed amendment no power whatever would be invested in the state legislature. Everything pertaining to the issuance of the bonds and the purposes to which they would be devoted would be left to the vote of the people. In this manner the people could practically build a road across the state from west to east or from north to south. The feeder once constructed, with the traffic rates fixed by the people, could then be leased to the Burlington route, the Chicago, Milwaukee & St. Paul, the Western Pacific, or any other transcontinental system, which would provide an increased outlet for Oregon's products and a more direct market for lumber in those states which look to this state for their supply."

MR. SMITH'S PLAN EMBODIES A GOOD, SENSIBLE IDEA ON THE WHOLE, WE THINK.

It is certain that the people of Oregon must in some way overthrow the one-man power that at present controls every artery of trade in Oregon.

There is at least a hope of relief held out that should be a spur to urge the people into at least making an honest effort in their own behalf.

ADMISSION OF ONE HONEST MAN.

Hon. Jesse Settlemyre, who admits that he never had much in the way of an education, but has been a successful business man, says the late state legislature was a failure in one way.

HE SAYS IT WAS WITHOUT LEADERSHIP AND WITHOUT A DEFINITE PROGRAM.

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The members of the house did not know whom to follow, and very few of them possessed the power of initiative in important matters.

He says they never knew one day what they were going to do the next. It was A BODY OF MEN WITHOUT DIRECTION IN ANY MATTER.

He thinks there will be a reaction against railroad legislation, and that Oregon will see very little railroad building for some years to come.

He says the people are somewhat to blame, as they demanded things that the representatives, left to themselves, WOULD NOT HAVE DONE. All legislatures have short comings, can be easily criticised and could be easily improved upon, but the criticism of Mr. Settlemyre is vital and lies against most of these general assemblies.

THE WONDER IS THAT THEY DO NOT DO MORE HARM THAN THEY DO. They do need direction. They do need to have a program.

They do need the strong hand of a Cummins, a LaFollette or a Roosevelt to whip them into line and make them perform the functions for which they are created.

For afeer all a legislature is a mere creature of some stronger will, either in that body or outside of it. This time it was mostly outside.

SLOW TRAINS FOR SALEM.

One of Salem's peerless aldermen has succeeded in forcing all trains to slow down to six or eight miles an hour running through this city.

It is a frigid day in history when bulletins do not appear showing THE ARREST OF ENGINEERS OR THE GENERAL SUPERINTENDENT CALLED DOWN HARD.

Warrants were sworn out by the intrepid alderman by the score for the whole Southern Pacific management to stop their fierce speed through Salem.

Now there are large sign boards erected half a mile outside of the city, ordering trains to slow down and run at funeral speed through the city.

People from all over the world will know they are coming to Salem by the sudden checking up of the overlands and locals. WE ARE COMING TO SALEM.

Then, at a speed that enables anyone to get on or off at any street, almost without danger, the three miles is run through the Capital City on the lowest notch of the throttle, with the engineer's other hand on the speedometer, and looking for policemen with warrants.

The fact that the trains run through cities like Portland for miles at twenty miles an hour, and seldom hurt any one is of no consequence. WE DO NOT WANT THE REPUTATION OF BEING SWIFT IN ANY WAY.

Three-quarters of an hour going through our city for three miles would not be any too much. It is a splendid advertisement of the city, because it gives the traveling public an opportunity TO ADMIRE OUR BEAUTIFUL BOULEVARDS AND PAVED STREETS.

If all cities had such vigilant aldermen, there would be slow trains all through Oregon, and not so many of them.

OREGONIAN MAKES GOOD TO TRILL.

In a long and labored editorial Friday the Oregonian seeks to make good to Wallace Trill, to exonerate him from the charge of plagiarism.

After branding him as having stolen practically his whole oration, advertising him to the world in a dishonorable light, A LOT OF COLD-FOOTED ROT IS DISHED UP TO SALVE HIS FEELINGS.

The injury done him can never be undone in that way. He had a right to use any expression about Democracy he could lay his hands to anywhere in getting up his oration.

This is a free country, and if editors had to confine themselves to using absolutely their own thoughts THEY WOULD NOT HAVE VERY MANY EDITORIALS.

The Oregonian editors will admit if Mr. Trill had said "in the words of another," or had used quotation marks on his borrowed phrases, he would have been free from all carping criticism.

Yet what a pitifully small thing it is to destroy a reputation and squelch the budding genius of oratory in a man of great natural ability, because you happen to have control of a little type-metal.

National Academy of Design Opens.

New York, March 16.—The 82nd annual exhibition of the National Academy of Design opened in the galleries of the American Fine Arts society today. The vanishing day was yesterday. The display of paintings is a remarkable one, the walls being filled with fine specimens of the artists skill. The only exhibits eligible are original works in oil, pastel or sculpture by living artists.

the public manifests much interest in the exhibition, the attendance being large.

CASTORIA

For Infants and Children. The Kied You Have Always Bought Bears the Signature of *Wm. D. Gifford*

MUST BUILD SALEM LINE.

United Railways Bound by Portland Franchise.

Portland Oregonian, March 14: Another impediment has been found to the plans of the United Railways company. This is the interpretation of the franchise by City Attorney McNary that it is compulsory upon the company to build the Salem line within two years from the time of the granting of the franchise, or the bond will be forfeitable. Even though the Front street line is built and the Salem line is not, the bond may be declared forfeited by the city and the Front street line confiscated.

"Both provisions of the franchise are mandatory," said City Attorney McNary yesterday. "In my opinion, the bond would be forfeited by failure to build either the Salem or the Front street lines the first within two years and the latter prior to June. It would not be sufficient for the company to construct the Front street line and abandon the Salem project, but must construct both and that within the time required."

This construction of the terms of the franchise, if enforced, will mean two parallel electric lines to Salem, either of which will no doubt be sufficient to carry all the interurban business not handled by the Southern Pacific or the river steamers for the next 10 years.

It was supposed that the construction of the line to Salem by the United Railways was optional with the company and would not likely be carried out in view of the earlier construction of the Oregon Electric Railway to that point. It is thought this view was shared by a number at least of the sureties on the United Railways bond. The plan was to construct the Front street line at once and then build the Salem line if it was found advisable.

However, under Attorney McNary's ruling, the Salem line must be built whether the United Railways wants to construct it or not if the franchises secured within the city are not to be revoked and the bond forfeited.

TO CURE A COLD IN ONE DAY.

Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature on each box. 25c.

The Great Oxford-Cambridge Race.

London, March 16.—The two crews in the memorable race, the Oxford and Cambridge, meet as they have done so many years on the Thames, the event being the greatest in the history of boating. Cambridge has won easily more times than Oxford. The chances are considered in favor of Cambridge. As usual the great event has drawn out an immense crowd, with representatives from all parts of the world, Americans being the most conspicuous in numbers, and very welcome as they were made by the Londoners.

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INDEPENDENCE STAGE.

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