

THE EXECUTIVE DEPARTMENT

people of any state should church or fraternal order building. Some days there are demands made for charity that would cause gray hairs to come on the head of a millionaire, and the Governor is a poor man any way it is regarded. Here is a man out of prison who asks for help to get out of the city. Here is a stranded rancher who wants money to move his family to a new county. All these tales of woe the Governor listens to with kindly ear and helps when he can. The people of Oregon have in their present Governor a man of rigid ideas of public duty and yet with a heart full of compassion for the weak and suffering.

Department of State.

Hon. Frank W. Benson, Secretary of State, is the head of the largest department of the state government when one considers the amount of clerical work that passes through his hands. All the appropriations are audited and disbursed through that office. An account is kept with each state institution, and each separate appropriation made by the legislature is checked out item by item, and by turning to an indexed ledger he can tell in a moment whether an institution or board has any money to its credit or not. The rule is strictly followed of allowing no deficits to be created, and when the money ceases the warrants are not issued. The bookkeeping and statistical work are as great as in the largest banks, accounting running into the millions. Mr. Sam Koser is the chief clerk, H. H. Corey is the auditing clerk, and W.H. Drennan has charge of collecting corporation fees and licenses. Mr. Benson is a member of the various boards that have control and management of nearly all the state institutions, including the educational boards. He is very attentive to his duties and knows every detail of the business that passes through his department, and his assistants are very competent men for their respective places.

From the Ministry to a Successful Business Career.

A. A. Engelbart, who was for twelve years a minister, on account of the too confining work of the profession, withdrew from the largest church in Portland, of the Evangelical denomination, and entered upon a business career. He bought out the Asylum Avenue grocery in 1904, ran it one year and increased the stock more than double besides building an addition, then bought the Edwards grocery on State street, doubled its business and now conducts the O. K. grocery on Twelfth street with a stock of \$4,000. He spent over a thousand dollars on improvements besides erecting a fine photograph gallery. He had property in Eastern Oregon and Washington, but sold all and invested in Salem real estate. Mr. Engelbart is a man who believes in square business methods, and in doing as he would be done by. He carries the Golden Rule into every affair of his business career. He believes in Salem and is a man with a first-class business backbone.

THE STATE PRINTING OFFICE

Mr. Willis S. Dunway was the Republican nominee for State Printer and was elected by a large majority. He took office January 14, 1907, and elected upon a reform platform the people have had a deep interest in the manner in which he would perform the duties of his office. Making allowance for human selfishness, would the State Printer voluntarily cut the fat out of a great deal of the work that must necessarily pass through his hands? Would he be state printer, in fact, printer for the state, or would he pad the business and swell the bills to the hundred thousand dollar mark as has been done in the past? Mr. Dunway put in a new outfit of type and presses and material throughout, including two Miehle presses and two new job presses. The state has rebuilt the composing rooms with new ceilings and floors, new electric lighting and new offices. The printing office from a sanitary standpoint is a model in every way. The foreman is James Godfrey, a Democrat, and F. H. Case, a Republican, foreman of the job department.

The annual expenditure for printing, binding and paper will be about \$35,000, a large part of which is expended in labor at Union prices in this city. Some of the binding and some of the linotyping is done in Portland. Mr. Dunway promised on the campaign to reduce the state bills wherever it could be done as a good business proposition and so far he has many instances to show that he has kept his word. For instance, a summary of the tax rolls on one sheet formerly was run up to 58,000 ems composition, now it is down to 18,000 ems. The volume of House Journals for 1905 was 1500 pages, this year it is down to a thousand, a saving of fifty per cent. All extracts are set in small type and sold. The calendars for 1905 cost \$18,000, this year about \$8,000. Under the new system there is the same reduction in paper and binding bills. The Miehle presses work up the finest cuts perfectly at the same impression as the printing of the letter press work. Formerly cuts were printed on separate sheets of paper, and they were cut and pasted and inserted by hand. The saving effected by this is shown in cost of one item of 1500 normal school catalogs at \$108, former cost \$195. Present binding \$18.00, former binding \$47.75.

OREGON'S RAILROAD COMMISSION

The Oregon Legislative Assembly in the session of 1907 passed an act having for its object the regulation of transportation and commerce and common carriers thereof in this state, and created the Railroad Commission of Oregon to carry out its provisions. This law, based as it is upon the most advanced legislation of its type, and carefully drawn by men familiar with the evils it seeks to remedy is worthy of being included in the category of progressive legislation for which Oregon has become famous. Its provisions are broad enough and confer sufficient power on the commission to make a thorough and searching investigation into all phases of railroad activity, and to correct any abuses which may be found.

Under this law the commission is charged with the duty of inquiring into the management of all railroads in the state; of inspecting the roadbed and equipment of each, with a view to insuring the safety and convenience of the public and employees; of investigating sedulous accidents; of prescribing a uniform set of accounts to be kept and an annual report to be made of all business done; and upon complaint or its own mo-

he is acting under the instructions of the railroad such railroad shall be fined not less than \$500 nor more than \$1000.

Besides the above penalties there is also a general penalty of not less than \$100 nor more than \$10,000 provided in case of violation of any provision of the act for which a penalty has not been provided, or for the violation of any order or requirement of the commission or order or decree of a court made on application of the commission.

It would seem that such an act had been needed by the people of Oregon. During the eight months since its passage nearly 250 matters have come before the Commission for investigation and adjustment. It is true that some of these were trivial in nature; that more of them were of interest to individuals only, but a considerable number affected whole communities and industries, and several have involved the interests of a large section of the state. And with regard to complaints affecting the interests of individuals, we would say that we consider it one of the most beneficial features of the law that a small shipper can, without expense or unnecessary delay, have an equitable adjustment of his difficulties with the railroad. That the commission has been able to attain this result with some success is indicated by the fact that 60 per cent of the informal complaints have been adjusted. Of the remainder 25 per cent were dropped by the complainants who did not desire to press them, and 15 per cent, mostly of recent origin, are pending.

The Commission has been active in many lines, and has caused many salutary changes in service. It issued an order requiring the bulleting of delayed trains, and posting of a schedule showing time of arrival of all trains. Another order regulates the hours depots and ticket offices shall be kept open, and requires that adequate toilet facilities be provided at stations and on trains and that stations be clean, warm, well-lighted and supplied with pure water.

Besides these general orders, the Commission has made orders in special instances of great importance. In one case it required the running of a local train to take care of the traffic between certain points, and in another specified that when a through train was two hours late, an extra train should be run on its time. It has ordered the erection of a depot, the building of switches and spurs, the lighting of depot platforms.

Thirteen formal complaints as to rates have been filed. Two were adjusted and dismissed without hearing, one being a proceeding which involved approximately one half the passenger fares, and both are now waiting decision by the Interstate Commerce Commission. Four hearings resulted in orders fixing rates, and the orders have been complied with and the new rates put in effect. Three cases have been partially heard and two are yet to be heard. One of these rate cases involves the distributive rates on The Oregon Railroad & Navigation Company's line out of Portland and is of far-reaching effect.

One of the most important features of the law to the shipper is the clause providing for the payment of demurrage by railroads when they fail to furnish cars within a specified time. This section of the law is practically self-operative and the intercession of the commission is not needed to secure its benefits to the shipper. Since the adoption of this law by Oregon the State of Washington has passed a similar law and California is contemplating like action.

It should not be understood from the provisions of the law quoted above that the people of Oregon are imbued with a hostile spirit toward the railroads. Public opinion in this state, however, as elsewhere, has undergone a decided change in the last ten years, and intelligent regulation of railroads is believed to be not only possible, but absolutely necessary. There is no inclination to treat the railroads unfairly but the commission must be able to enforce its demands. To a large extent the function of the commission is to act as an arbitrator between the railroads and the people, and it is hoped that it may be the means of bringing about a better understanding as to their relative obligations and privileges.



CAPITOL BUILDING.

State Labor Commissioner.

This department of the State Government is presided over by O. P. Hoff's whose biennial reports are a splendid review of the industries and resources of the state.

His offices are on the ground floor of the State Capitol and he has general charge of enforcing the factory inspection laws and the other labor laws of the state. The inspection laws are very stringent and are calculated to protect employees from injury, and to save the employer from having damage suits brought against him. The fees are paid into the state treasury, and then expended in having the machinery and plants investigated and brought up to the requirements of the law. Besides providing penalties and provision for enforcement, the Female Labor Law has the following sections:

Section 1.—No female shall be employed in any manufacturing, mechanical or mercantile establishment, laundry, hotel or restaurant in this State more than ten hours during any one day. The hours of work may be so arranged as to permit the employment of females at any time so they shall not work more than 1 1/2 hours during the 24 hours of any one day; provided that females may be employed in retail stores to work not to exceed 12 hours in any one day in one week immediately preceding Christmas day.

Section 2.—Every employer in any manufacturing, mechanical or mercantile establishment, laundry, hotel or restaurant, or other establishment employing any female, shall provide suitable seats for all female employees, and shall permit them to use such seats when they are not engaged in the active duties of their employment.

The Labor Commissioner's last biennial report has following summary of the opportunity for home-seekers in Oregon:

Oregon, with its unlimited resources in raw material; with its abundance of water power going to waste annually in every river and stream tumbling over falls and precipices in hills and mountains; with farm land to be purchased at any price from \$5 up, for wooded land, and producing, as the statistics in this report will show, everything that is needed to contribute to man's comfort, offers opportunities which can be found in no other

State for the young man to come and grow up, the middle-aged to invest and accumulate, and for the aged there is no better country or climate in which to spend a pleasant "evening" of life.

The State is composed of thirty-three counties. Of the total area of 61,277,440 acres of surface lands, 14,785,766 are reserved, 26,752,025 acres have been appropriated, leaving 19,739,649 acres unappropriated. Of this latter 14,071,464 acres are surveyed and 5,668,185 acres are unsurveyed. Although 543,806 acres of land have been appropriated since 1904 there is still left a vast amount to be taken up as homesteads or for timber or minerals.

The Annual Oregon State Agricultural Fair and Race Meeting at Salem.

The Oregon State Fair Grounds are located at Salem, with Southern Pacific Railroad and two Electric car lines to the grounds. It is the largest, best equipped and most conveniently located of any state fair grounds in the Northwest. The mile track is perfection itself and the hundreds of horse stalls with running water draw the finest blooded horses on the Pacific coast circuit here for training and racing. The Oregon State Fair was one of the first to abolish pool selling and gambling and yet the race meet was the most successful ever held in the northwest and more fair races were pulled off and more records broken than ever before in turf history. The gate receipts for the week of state fair ran over \$15,000, as against \$7,000 to \$8,000 in the past. Over \$23,000 was spent on new buildings and improvements—13 new structures going up, 12 of them the finest stock barns in America, in the opinion of such men as Judge Carlisle of Colorado, publicly expressed at a banquet held after the last fair. President Henry W. Downing of the State Fair is a farmer living near Shaw, in the Waldo Hills, a famous farming region of Marion County, and he wishes The Capital Journal Thanksgiving number to express his appreciation for all the blessings that have been bestowed upon our state in the past year.

BARGAIN DAY SUBSCRIPTION TO THIS PAPER EXPIRES NOV. 30

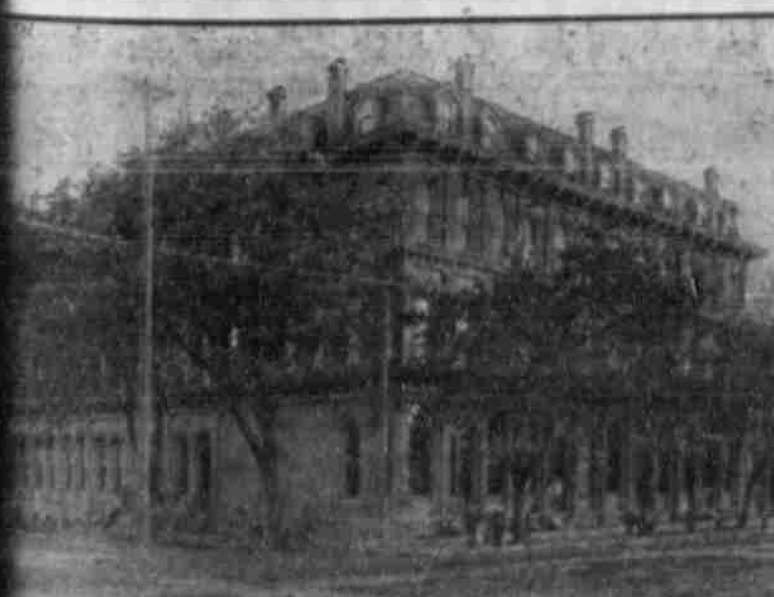
tion may investigate the reasonableness of any rate, fare, charge or classification, or any regulation or practice affecting the transportation of persons or property, and may substitute a reasonable charge or service for any found to be unreasonable.

The act defines the term "railroad" to include not only all railroads and interurban railroads, whether operated by steam, electric or other motive power, but also express, union depot and terminal companies, car, oil and tank line companies, sleeping car and freight line companies, and all other common carriers of whatever nature doing business by rail or partly by rail and partly by water within this state, except railroads transporting passengers solely within the limits of cities.

The commission is aided in its investigation by being given the power to compel the attendance of witnesses and the production of papers, tariffs, waybills, neglects or refuses to attend or testify when summoned or to produce books, papers, contracts, etc., he shall be guilty of a misdemeanor and on conviction shall be punished by a fine of not less than \$100 nor more than \$1000, or imprisonment in the county jail for not more than one year, or both. The books and papers of any railroad may be inspected and any officer, agent or employe examined under oath by the Commission or its authorized agent.

Furthermore, the Commission may require the production within this state of any books, papers or accounts kept by said railroad in any office or place without the State of Oregon, or certified copies in lieu thereof; and any railroad failing or refusing to comply with any such order shall for each day it shall so fail or refuse forfeit a sum not less than \$100 nor more than \$1000. As a guard against the evasion of its requirements, the law provides that any officer, agent or employe of any railroad who shall fail or willfully refuse to file out and return any blanks as required by the act, or shall fail or refuse to answer any questions therein, or shall give false answers or evade the answer of any question, or fail to exhibit any book, paper or account on demand, shall be fined not less than \$100 nor more than \$1000 for each offense; and if

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