

EDITORIAL PAGE -- DAILY CAPITAL JOURNAL

FIVE BILLS THAT SHOULD BE PUT THROUGH AT THIS SESSION OF THE LEGISLATURE IN THE CAUSE OF PROGRESS AND TO BUILD A GREATER OREGON.

SOME OF THE BILLS THAT REPRESENT THE PROGRAM FOR THE DEVELOPMENT OF A GREATER OREGON.

- THE BEAN BILL THAT CREATES A GENERAL PORT COMMISSION ACT.
(Has passed the House.)
- THE JONES BILL FOR FREE LOCKS AND CANAL AT OREGON CITY.
(Has passed the House.)
- THE BILL APPROPRIATING \$100,000 FOR THE CRATER LAKE ROAD.
(Has passed neither house.)
- THE BILL TO BUILD STATE-AIDED RAILROADS.
(Introduced by Speaker McArthur.)
- THE CONSTITUTIONAL AMENDMENT FOR SAME PURPOSE.
(To be submitted to vote of the people.)

CAMPAIGN FOR BETTER TRANSPORTATION FACILITIES IN OREGON.

When the Oregon and Idaho Development Congress was organized at Marshfield, August 25-26, 1908, that congress of commercial bodies asked the governor to appoint a commission to draft a General Port Commission act.

Governor Chamberlain, who was himself familiar with the conditions of the Western Oregon harbors and favored the measure, appointed a commission of five men **WHO DREW UP THE BILL INTRODUCED BY MR. BEAN.**

That bill provides that communities having an unimproved harbor may create a Port District and tax the same by the Initiative and Referendum, and issue bonds if needed to improve their waterways.

By this means all the harbors on the west coast of this state can be enabled to help themselves and benefit their own communities by dredging their inside channels **AND IMPROVE THEIR TRANSPORTATION CONDITIONS.**

HERE IS THE PROGRAM TO DO THE SAME THING TO HELP LAND TRANSPORTATION.

The Oregon and Idaho Development Congress that met in Salem January 29-30, renewed its demands previously made in conventions of the commercial bodies at Marshfield, Roseburg and Vale, Malheur county, for the same policy to be pursued to secure railroad construction.

IF THOSE RESULTS CAN BE SECURED FOR WATERWAYS, WHY NOT FOR LANDWAYS?

That Development congress adopted resolutions in favor of an amendment to the Constitution and a general enabling act under which State-aided railroads might be made a possibility.

A committee was appointed of some of the ablest lawyers in the state to draft an amendment to the constitution, and an act of the legislature under which a commission of **THE BLEST MEN AND THE BIGGEST FINANCIERS IN THE STATE** are to work out the details and have all the plans ready by the time the amendment to the constitution has been voted on by the people.

Following is a statement of the great and urgent necessity for putting these measures through the legislature at once, written by a member of the commission that drafted the bill and the amendment, and which has appeared in the Portland Journal:

There is no question half so important to the present and future of this state as that of railroads. Irrigation, forests, fields, powers, mills, factories—all wait upon transportation. For the state to say that it will construct wagon roads and county roads, dredge rivers, open waterways and yet refuse to construct the most important link in this chain—railroads—is neither consistent nor wise.

We see the tremendous growth of our sister state of Washington. Why? Because of its railroads. Back of Tacoma and Seattle lies eastern Washington, with its large cities and abundant population rapidly growing; while east-

ern Oregon, a larger territory and fully equal to eastern Washington in natural opportunities, lies today an open desert—the region most neglected of railroads of any part of the United States.

This brings us with all the force of the instinct of self-preservation to the question: Must a great empire wait the pleasure—the whim, if you please—of a single individual, a small group of non-resident capitalists? There is no plan, none in the world, which is not of better economic and commercial logic than to continue to occupy this helpless and humiliating position.

There is still another suggestion. Mr. Harriman has millions of Oregon-made money to fight his rivals and to develop the state of Washington. Can there be any plan which economically and commercially is worse than for this state to sit helpless as a wooden idol while from its toil and soil and products tribute money is paid to prevent other roads from coming into the state for its relief? Such an antagonism of interest between this state and the private corporations controlled by Mr. Hariman suggests a radical economic conflict.

A word as to the merits of the plan now before the legislature: The prejudice against state-aided railroads was a proper one upon old-time facts. Grafters and manipulators procured from state legislatures or city councils large bonuses or bond guarantees as pure gift. Nothing was ever received by state or city in return. The proposed amendment contemplates state construction for the state's own benefit, leasing, if wise, to private corporations for a rental never to be less than interest and all fixed charges, and a sinking fund to retire any indebtedness, and the state to control the reasonable rates and service. If aid is granted to a private corporation, the state is to be in full control until that aid is repaid, principal and interest, and if the state itself takes over the road, which it may do at its option, the aid granted shall be deducted from the purchase price. No state constructed road shall ever be sold.

Under these guarantees and in our riper experience, it is difficult to see how the private grafting railroad can get a foothold, and it must be remembered that the state always has the power to condemn and take over any railroad. It is folly for us, confronted with a feudal tyranny which holds this great sovereign state as vassal, waiting the good pleasure of a few men, to be frightened at that evil which caused the restrictive clauses of our state constitution, but which evil, being now seen and understood, is perfectly in our own control.

The Oregonian in an editorial suggests that Mr. Harriman will welcome this proposed plan, because after the road is built he will take it over at less than cost, and meanwhile he will freeze it out. The answer to the first of these objections is that the state cannot sell. Mr. Harriman cannot take the road over at any price, save as a leased property under strict conditions of lease, one of which conditions is a rental at least sufficient to pay all interest and to create a sinking fund to liquidate all debt.

The answer to the other objection is the interstate commerce act regulates all interchange of traffic and if the state of Oregon cannot in its own interest regulate the traffic within its own borders it ought to suffer. There is not a road proposed but will abundantly pay from local traffic. Look at the Columbia Southern. Think of the timber alone Oregon has to haul. Look at the profits Oregon pays every year to Mr. Harriman from roads wholly within its territory. If Mr. Harriman should attempt to squeeze the state of Oregon, we are afraid he would occupy the position of the bull which contested right of way with the locomotive. Oregon has the same credit to build on that Mr. Harriman's bonds ultimately rest on, viz, the people and the resources of the State of Oregon.

If Mr. Hariman does truly look with favor on this plan, The Journal is glad for then there will not only be no opposition open or secret from railroad influence, but that powerful influence will for the first time be working hand in hand with long neglected Oregon people.

Journal is reliably informed that the best business men of the state are willing, if wanted, to act in this matter for the state without pay. All the state is back of this movement, both the business men and the farmers, and it behooves every man and every newspaper in the state to think long be-

fore he opposes this solution of Oregon's humiliating and backward condition.

HOFER IS ONLY FIT TO BE KILLED OFF, ANYWAY.

The Eugene Register is probably performing a valuable public service in assisting to kill off Hofer. At least, it imagines it is doing that, but **WE DO NOT LIKE ITS METHOD OF DOING THAT TRICK.**

We want to be buried decently and with a plain substantial coffin, not wrapped up in a dirty rag and sprinkled with skunk-water. Hear the wail of the little organ of the busted political machine of Lane county:

Editor Hofer of the Salem Journal, who fought the last University appropriation tooth and nail, is urging a big appropriation for the agricultural college. He is also urging through his paper, formation of New Smith county. Mr. Hofer aspires to be governor of Oregon.—Daily Eugene Register.

Three-quarters of the people of the Willamette Valley vote against your appropriation, not because they were opposed to the University, **BUT BECAUSE OF THE WAY THE BILL WAS DRAWN.**

Is it a crime to urge a big appropriation for the Agricultural College after you have got what you want?

The Capital Journal has supported every proposition for a new county that **HAS EVER BEEN BROUGHT BEFORE THE PEOPLE OF OREGON.**

We believe it would be a good thing if there were ten new counties created, something some shrimp intellects cannot comprehend.

The men who make a living squirting extract of skunk cabbage over persons they do not happen to like **CAN'T MAKE ANYBODY GOVERNOR.**

So if we had an aspiration in that direction it would be neither helped nor hurt by that class.

BILLS FOR PROMOTING SAFETY OF LIFE.

Two bills still in the drydock should be put through without fail—one to have all doors of public buildings open outward and have fire escape attachments, **AND THE HUGHES SAFETY APPLIANCE BILL.**

The latter bill provides that gas jets shall have automatic cut-offs, so that people who stay in hotels that burn gas shall not be in danger of being found **DEAD IN BED THE NEXT MORNING.**

Marion county people will remember the case of two splendid ladies in the prime of life who suffered asphyxiation at a Portland hotel within two years because of defective gas burners.

Whatever gas burner is used it should have safety appliances and the public have a right to this protection **IN HOTELS AND PUBLIC BUILDINGS.**

Mr. Hughes as chairman of the public buildings committee should see that these two bills go through.

MR. CAMPBELL, LEADER OF THE OPPOSITION.

Representative Campbell has honestly earned the title of being the leader of the opposition in the House.

He has made a consistent record of fighting the petty grafts **IN ALL THEIR VARIED AND INSIDIOUS FORMS.**

He has held down the lid on the clerkships until the House has made a record of hiring half as many as the Senate.

The duty of the opposition leader is not always pleasant, but **MR. CAMPBELL'S SHOULDERS ARE BROAD.**

He has probably no political ambition to serve but proposes to see to it that there is a little opposition anyhow.

So look out for the fireworks for the next two weeks from the **CHAIRMAN OF THE COMMITTEE ON RESOLUTIONS.**

The House has been weak and feeble in presenting any opposition but it has had no recognized leader for reforms.

Now that it has a leader, watch the growth of the opposition **FROM THIS TIME TO THE GRAND FINISH.**

It is in the expiring throes of a legislature that the grand rush is made by the graft brigade.

SMALLPOX CASE IN A PORTLAND HOTEL

(United Press Leased Wire.)

Portland, Or., Feb. 8.—The scare that followed the discovery of smallpox among guests of the National Hotel here last night had dissipated when the health officers early today returned to the hostelry to release the lodgers who were held prisoners last night.

The first intimation of the presence of the dreaded disease was given when Everett Crocker, a guest, was examined by Dr. H. G. Parker, assistant to the city health officer. The hotel was quickly fumigated and more than a score of guests were vaccinated.

All married men are good inventors of excuses.

A Simple Trick.

It's an easy matter to keep your joints and muscles supple—not matter what your age be or how you have suffered with rheumatism. Rub your self night and morning with Ballard's Snow Liniment. Cures rheumatism, sprains, cramps, aches in the back, neck or limbs, and relieves all aches and pains. Sold by all dealers.

Kodol is a combination of all the natural digestive juices found in ordinary healthy stomach, and will digest your food in a natural way. Pleasant to take. Sold by all druggists.

How Journal Readers Can Save Money

Read carefully, every day the **Advertising Columns** in the **Capital Journal**

Some day you will be likely to find a bargain advertised that you want. A prompt reply may save you money.

Watch It Carefully

Money

Isn't everything, but the man who makes the saving of a little money out of small wages as much a bedrock matter as the buying of food and clothing—who maps out his expenditures and stays with his map to the finish, is a man to be reckoned with in every other way.

To save implies a degree of self-restraint,—of power to hold a determined line of conduct in spite of obstacles, which builds character as well as a bank account.

We will help you save.

SAVINGS DEPARTMENT
Capital National Bank


By Our Formula

We produce in Hood's Sarsaparilla a medicine that has an unparalleled record of cures of Scrofula, eczema, eruptions, catarrh, rheumatism, anemia, nervousness, that tired feeling, loss of appetite, etc.

The combination and proportions of the more than twenty different remedial agents contained in Hood's Sarsaparilla are known only to ourselves, so there can be no substitute.

This medicine makes healthy and strong the "Little Soldiers" in your blood,—those corpuscles that fight the disease germs constantly attacking you.

If anybody has a pain, lay a bag of hot salt over the place. It is fine to remove the ache.



243 S. COMMERCIAL ST.