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FULL LEASED WIRE TELEGRAPH REPORT

EASTERN REPRESENTATIVES

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THE WEAKNESS OF COMMISSION GOVERNMENT

Denver, Colorado, a city approximately the size of Portland having tried the commission form of government for four years abandoned it almost unanimously at a recent election. The reason was that it cost more than the old kind of rule and gave less results. The same seems to be true of Portland, and it may be expected that in the near future the Oregon metropolis will either go back to the old style of city government, or make some radical changes in the present form.

Commenting on it the Oregonian calls it a "headless" government, and points out the reasons why it is more costly and less satisfactory. Among these reasons it gives one, which also lies behind almost all the departments of city, state and county government, not only in Oregon but in all the states, and also in the general government.

That is the tendency for each department or public institution to magnify its importance, and to extend its utilities.

The fish and game commission, for instance, would keep adding to the things it was organized to do branching out as experience showed where something might be done to better protect game, adding new birds, new animals and new men to look after them.

The state fair board naturally wants to make a good showing and acting in perfect good faith adds this and that to the attractions of the state fair. The railroad commission, established to regulate railroad traffic, suggested the regulating of other public utilities and this was done to such an extent that even the name of the commission was changed to make it fit.

The Oregon agricultural college established for the purpose of advancing that industry has been added to until there are so many other things in the curriculum that the name is a misnomer.

Our public school system follows along in the same lines. Not many years ago the fundamentals alone were taught. Reading, writing, arithmetic and above all spelling, was about all there was to it. Now we have Latin and Greek, German, music, arithmetic, and even a teacher to show the youngsters how to play.

We have a small army of special game officers and apparatus for taking pictures of beast and bird as a part of the game protection barn of state government.

These things did not come all at once like the measles, but were the gradual growth due to the tendency of each department or institution, to consider itself the most important branch of government and entitled to generous support.

This is not said in the way of fault finding with things as they exist. If the people want this kind of thing and are willing to pay for it, that settles it. It is merely a suggestion as to the evils that necessarily fasten themselves on any form of public utility that being a law unto itself is so far as supervision by the state is concerned, "headless." It is what makes the commission form of government unsatisfactory to cities, and what makes the commission way of running the state's affairs, an ever increasing expense.

The commissioners are honest and generally capable, but they act without regard to the other state affairs, and have their horizon bounded by the reach of their work. They naturally think their work a state necessity above all others, and cannot see why the other commissions should also be provided for until everything they need, or think they need, has been supplied.

Oregon has dozens of commissions and boards, each having a head, but the combination of all of them is headless.

The subject recalls a story in the old readers of 50 or 60 years ago. The word "Acephalous" was given in the spelling lesson, and in those days the spelling was done orally and the definitions were also required to follow the spelling of the words. The youngster who got the word to spell had not paid strict attention to where it quit and the definition began and the result was this: "A-c-e-p-h, aceph, a louse without a head." That is what is the matter with the commission form of running public business.

The death of James J. Hill this morning removes from the stage of action the world's greatest constructive railroad man. His highways of steel invaded wilderness and deserts and transformed them into empires which in turn paid tribute to his enterprise and genius in the form of large and certain dividends. Other railroads awaited settlement and development, Hill preceded it, and his vision of the future seldom failed of realization. His strong, rugged character appealed to real American sentiment and "Jim" Hill long ago became in a way a national hero and the wave of popular resentment against railroad management that sometimes swept the country seemed never to affect the esteem in which the greatest of railroad builders was held by the people, especially of the vast sections which were the scene of his greatest activities. His death will be mourned as that of no other man among all the great captains of finance this country has produced.

The delegates to the general conference of the Methodist church refused to change or modify its rules as to dancing, card playing and theaters. This has caused some criticism but why should it. This is a free country and every person in it has the right to believe as he or she pleases on any subject. It is a matter that is no one's business outside of those belonging to that church. It is a church regulation, and applies to none but that church's members. The conference did not attempt to prescribe what others should do. Had it done so, those who do not belong to that church would not have paid any attention to it, any more than they will make their conduct accord with it now. Critics of other folks' beliefs generally overlook the fact that if those other folks were not at liberty to think for themselves, in this big country, the critics would be bound by the same rule.

The London dispatches bring the sad intelligence that Great Britain is astonished and indignant at remarks made by President Wilson. The remark that stirred the ire of the rabid ones was that the warring nations were not amenable to the ordinary standards of responsibility. As they so fervently assert they are responsible it makes the demand on them that they cease interfering with American mails so much the more imperative. They had better heed it too, or the president is liable to make a few remarks that will make them still angrier.

At last that little dab of one thousand cords of wood which Portland has been worrying over is a mystery no longer, and fortunately the city does not lose it. It seems that the wood was never cut, and only existed through a generous measurement like that in the celebrated Missouri case where a coon skin was used as a measure and the tail was thrown in. This is a good thing for the city, for now it of course loses nothing. The wood having never been cut did not exist so Portland never had it, and never having had it, it necessarily follows that it never lost it.

The weather is all right only we should adopt the English idea so quickly aped by the Portland schools, and manage it with the clock system. By turning the almanac back about two months the weather will be found just about what it should be.

The fact that England thinks the United States favors Germany, and that Germany believes it favors England, is pretty conclusive evidence that this country has been fairly neutral, and has favored neither.

From the success the weatherman has made recently in guessing the weather, those in charge of the rose carnival at Portland should induce him to predict rain for the entire event.

Political prophets are pretty generally giving the republican nomination for the presidency to Hughes. They may be right, but Bwano Tumbo is still on the job.

March came in like a lamb, but it is an open question yet how it will go out. So far there is no indication of lamblike propensities.



TOWN AND COUNTRY

The flowers are blooming in the woods, the daffodils and kindred goods, the cowslip and the rose; and, as I do my office tasks, I wish that I could go and bask among such things as those. Oh, it would surely be sublime, upon a fragrant bank of thyme, for drowsy hours to rest; to revel in the wholesome breeze, and pluck the toadstools from the trees, and rob a hornet's nest. But now a farmer comes to town—a man whose residence is down where buds are bathed in dew; all day he sees the poises grow, all day he feels the zephyrs blow his flowing sideboards through. And when I'd talk, in burning words, of bumble-bees and bats and birds, and other woodland things, he looks at me as though he feels that my fat head is full of wheels, and cranks and rusty springs. He interrupts my glad barangue, and says, "I do not give a dang for cowslip or for rose; I'm happy, when the sun goes down, if I can chase myself to town, to see the movie shows."

JIM HILL, LAST OF

(Continued From Page One.)

Rockwood academy, he left his father's farm in 1856 and entered steamboat business in St. Paul, where he remained ten years.

He was married in 1867 to Mary Theresa Melegan. About this time Hill went into the fuel and transportation business as a member of the firm of Hill, Griggs and company.

In 1870 he established the Red River Transportation company operating between St. Paul and Winnipeg. Three years later he sold his interest in that concern and organized a syndicate by which he obtained control of the St. Paul and Pacific railroad. This was reorganized under Hill's genius and became known as the St. Paul, Minneapolis and Manitoba railroad company.

Built Great Northern
Hill officiated as general manager, vice president and president of the road until it was merged with the Great Northern system in 1890. Hill then directed the building of the Great Northern, extending from Lake Superior to Puget Sound, with northern and southern branches and a line of steamers running to the Orient.

Hill was president of the Great Northern until 1907 and chairman of its board of directors until 1912. He was also president of the Northern Securities company, a director of several railroad systems and a number of banks, and vice president of the New York Chamber of Commerce.

One of the finest collections of modern French paintings is in the Hill galleries. He also interested himself in writing and was the author of several works touching on transportation problems. One of the best known is "Highways of Progress."

The history of Hill's life is the history of development in the north west. Fifty years ago he was a dock clerk in St. Paul and practically penniless. He died a multi-millionaire.

Hill's parents were plain, hard working Scottish and north of Ireland stock. Hill wanted to be a great surgeon. His father's death when he was fifteen years old blasted that hope.

When he entered the fuel and transportation business for himself he simultaneously became station master of St. Paul's only railroad.

Steamship Line to Orient
Lord Mount Stephen, Lord Strathcona and Norman W. Kittson formed the trio which purchased the Minnesota and Pacific railroad from Dutch bondholders and put Hill in charge. This road, running between St. Paul and Minneapolis, was the foundation of the great Hill line.

The Great Northern was organized in 1889 to merge all branches and feeders in Minneapolis and the Dakotas. The same year Hill pushed the line toward Puget Sound and the ore producing regions in northern Minnesota.

The organization of steamship companies operating to the Orient through Seattle was the next step in Hill's career. In the meantime he put through the Northern Pacific, which is another line connecting St. Paul with the coast.

Needing a line between Chicago and the coast, Hill bought the Burlington route in 1891. But the Northern Securities company organized to control the three roads, was dissolved as illegal.

The Great Northern purchased its subsidiary lines in 1907. Expansion was the keynote of Hill's life. Louis Hill replaced his father in active direction of the railroad interests in 1912.

James J. Hill's children are James N. Hill, Mrs. A. M. Bard and Mrs. Michael Gavin, of New York; Mrs. George Stone, Mrs. Emil Buckmann, Miss Clara Hill and Louis Hill, of St. Paul; Walter Hill, of Hallock, Minn., and Mrs. Samuel Hill, of Marshall, Wash.

Physicians declared that Hill would have survived his illness but for his great age.

Hill's activity continued right up to the last and he held a business conference on his death bed. Realizing that his illness would probably prove fatal, the aged financier on Sunday called several railroad officials to his side and instructed them regarding his disposition he wished to make of several pending matters. He also conferred with two bank officials. One of the last gigantic deals in which he participated was the allied loan.

Hill was one of the close personal friends of the king of Belgium and did everything in his power to assist the king and the people of Belgium.

The funeral will be held at 2 o'clock Wednesday afternoon from the Hill residence on Summit avenue.

COMMENCEMENT CALENDAR

AT O. A. C. JUNE 2 TO 6

Commencement exercises at the Oregon Agricultural college, June 2 to 5, will be held on the different days as follows:

Friday, June 2—Pageant of seasons and Russian fete day, with recital of music graduates in the evening.

Saturday, (Alumni day)—Alumni luncheon and business meeting with reception of President and Mrs. Kerr to graduates and alumni, with annual reception in the evening.

Sunday—Baccalaureate sermon, Dr. Luther B. Dyott, of Portland, with union church services in the evening.

Monday, (Class day)—Senior breakfast, class meeting, dedication of class memorial, class day exercises, inspection of college, regimental graduation parade, music festival, with senior play in the evening.

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Velvet Joe

Tuesday—Graduating exercises with address by Dr. Enock Albert Bryan, ex-president of Washington State college, followed by college inspection.

The pageant exercises will be participated in by every woman student of the college, with characteristic costumes designed and made chiefly by themselves. The special band and orchestra music for the occasion cost about \$100, while the entire cost of producing the beautiful themes will reach almost \$1,000, all of which is paid for out of the proceeds.

The class is much the largest in the history of the institution, numbering 285 receiving degrees as follows: Bachelor of science, 264; master of science, 18; pharmacy, 2; and music, 1. In addition 24 vocational students will receive certificates of proficiency in their several vocations.

One and one-third railway fares have been granted over the main Oregon lines, and arrangements have been made to entertain the largest crowd of visitors that ever has come to commencement at O. A. C.

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