

THE POST-INTELLIGENCER.

(Daily, Sunday and Weekly.)
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TELEPHONES—
Editorial Rooms.....Main 127
City Editorial Rooms.....Main 352
Business Office.....Main 1

OFFICIAL PAPER OF KING COUNTY.

Office—Northwest cor. Second and Cherry streets.

DAILY BY MAIL.

Daily, 1 year, in advance.....\$10.00
Daily, 6 months, in advance.....5.00
Daily, 3 months, in advance.....2.50
Daily, 1 month, in advance.....1.00
Sunday, 1 year, in advance.....2.00

WEEKLY.

Weekly, 1 year, in advance.....\$1.00
Weekly and Sunday, 1 year, in advance.....2.50

BY CARRIER (in the city.)

Daily, per week.....25
Subscribers ordering addresses changed should always give the old address as well as the new.

SEATTLE, SUNDAY, DEC. 29.

EDUCATIONAL NEEDS.

A very important conference has been in session in the city of Seattle between the leading educators of the state of Washington. It represents a mutual interchange of opinions as to a definite outline of study for the high schools of the state, and of the larger institutions, which are mainly supported by the people. There is no reason why the meeting should not be productive of great good, for the people of Washington are warmly attached to any worthy educational movement, and it is very natural that concerted action should be more beneficial than that which is spasmodic or independent.

The main idea of this meeting of educational people seems to be to bring about a certain harmony between all the primary and higher educational institutions of the state. The object is to allow for certain preparatory work in all the high schools, which shall to some extent be uniform and permit of opportunities to advance from the ordinary system of common school education. As one interested has expressed it, if a high school graduate should want to enter a higher school he will be prepared to resume his studies at once with no loss of time because of a difference in curriculums. There is no state in the Union which starts out better equipped with all that is necessary to build up a splendid system of education and educational institutions than the state of Washington. First of all, our citizens generally are from a race of people in the Eastern states to whom the public school is very dear. They believe in educating the young, and rely on a common intelligence that only comes from free popular education. With a people of these ideas the opportunities in this state are practically limitless. The state has the advantages of the school fund, which has become, in a measure, sacred, and to which additions are coming yearly through all sorts of miscellaneous fines and penalties. Besides this it has the generous national grants, which are destined to prove so useful and influential in the matter of higher education. With the means at hand, practical educators will certainly make a dismal failure if they do not start the state of Washington in the right direction towards building up a great educational system in this part of the Pacific Northwest.

For the education of the young there has been ample provision for supplying the necessary teachers in the establishment of three splendid normal schools in different parts of the state. Upon these institutions it should always be possible to draw for the talent which is necessary to build up a great, strong system of public schools. They have been founded to supply teachers, and if the teachers which come forth from these normal schools are not thoroughly equipped with all that is best in the modern ideas of public school instruction, then it is the fault of the normal school heads and not of the people who assist in maintaining them. For a time, perhaps, those who are adjacent to our normal schools will seek the instruction offered by them, as they would any other higher class institutions in the vicinity, but ultimately the normal schools are destined to do what they were intended for—to provide teachers well equipped for school instruction according to the most approved methods of modern pedagogy.

The serious question, however, and one the state educators now in Seattle will grapple with, is as to how public school education shall be adjusted so as to be preliminary to the work of the higher educational institutions of the state. Of these higher educational institutions, there are two, the University of Washington at Seattle, and the Agricultural College and School of Science at Pullman. At the head of the first is Dr. Harrington, and of the latter President Bryan, both active, energetic men, and, with educators of the modern type, who are enthusiastic in building up great modern educational institutions. With these institutions have been little more than high schools. They have been well attended, to be sure, and the education offered has been useful, but neither has fulfilled the requirements or done the work which has been allotted to it as an educational mission.

The purpose of the state university is to fill the demand for an education beyond the common schools, to take the graduate of the high school and finish the instruction necessary for a liberal education, whether it be in the arts or sciences. The college at Pullman will serve in some respects a similar purpose. While under its endowment it must devote a part of its attention to investigations and experiments along agricultural lines, in which it can be a great factor for good, it should gradually develop into a great technological school, which will turn out graduates with those scientific requirements that are certain to be so useful and so much in demand in this part of the country in the future.

It is probable there will be opposition to the idea of making the university and agricultural college institutions of high requirements and advanced standing. So long as they are supported from the public purse there will be those who believe they should furnish instruction in everything and to everybody. In a new country and with only a recent educational development, it is, indeed, difficult to determine just how broad and unrestricted the requirements for admission to these institutions should be, but it will be generally agreed that they should be less liberal than they have been heretofore. They were intended for institutions of advanced learning, and they fall of the goal if they are allowed to merely serve the purpose of furnishing an intermediate education. With an agreement as to purpose and a common

idea as to the objects to be attained, the common school system of the state can easily be made an adjunct to the work of the higher institutions, and it is to be hoped a conference of our educators will result in a harmony of plan on educational matters that will result in all our institutions accomplishing what is easily within their province, and what in course of time is certain to be expected of them.

EXPENSIVE REFORMERS.

The reform school board seems to be very unfortunate. Elected upon a platform of exalted virtues, its first acts look so much like political jobbery as to be scarcely distinguishable from it except by the truly good. The first thing the new members did was to turn out humble janitors, without regard to past services or efficiency, and put in others as a reward for notorious political services. The next thing was to find an excuse for rewarding the man who was disappointed in his expectation of becoming secretary.

Of course, if the new board has reason to believe that there was anything wrong with the old accounts it is perhaps justified in having them audited; although it would seem wiser to devote a little more attention to good management in the future than in delving into the irretrievable past. People are fairly familiar with the history of the school department. It has been accused of extravagance, but never of dishonesty. Every voucher for years past has been signed by J. B. MacDougall, A. P. Burwell and W. J. Colket, as chairman in turn, and there is no man in this city who would have the temerity to question the integrity of either.

But this is not the objection to the course of the new board. The expediting of the books is entirely a matter within the judgment of the members, and if they believe there is cause for investigation they should not be criticized for making it. But why all this mystery about the selection of an expert? How is it that the man selected is the disappointed candidate, the relative of one of the members of the board, and the highest-priced bidder? The reform Democratic city administration spent two or three thousand dollars to investigate the previous Republican officials, and although they had to admit that there was no dishonesty, they were so much occupied looking after their predecessors they had not time to see that the treasury was being looted under their noses. The reform county administration spent \$3,000 checking up the previous county treasurer's books, and had to admit that the accounts were correct to a cent. The present charter commission—also a reform body—is seriously considering the advisability of abolishing the only practicable method ever devised for keeping a check on city expenses. And the reform school board coolly authorizes the expenditure of \$1,500 for doing what any competent bookkeeper could do for \$500 or \$600.

RAILROADS IN EUROPE.

In view of the fact that government ownership of railroads will be a topic more or less generally discussed in this country for a good many years, a recent consular report issued by the state department at Washington City will prove of unusual interest. It contains a series of articles on "Railways in Europe," which show the relations existing there between the railroads and the state, and the condition of affairs which has resulted from public ownership of transportation lines.

In Germany state ownership of railroads is more highly developed than in any of the other European countries. They are nearly all owned and operated by the various kingdoms, with the exception of Alsace-Lorraine, where the ownership has vested in the imperial government. When Bismarck had settled some of his pressing foreign questions and set about to centralize power in the empire with the idea of making it strong and respected, one of his favorite schemes was to bring all the railroads of Germany under imperial ownership and management. He was able to make a success of his plan only in Prussia, which, by the way, contains more than half of the roads in the empire. There was great opposition to the great imperial project, especially from the larger states of South Germany. People objected to the empire loading itself up with a debt which was a very pronounced unwillingness to sell. Bavaria was especially strenuous in opposition to the imperial railroad idea, insisting that she would never transfer over to the central government a source of revenue so essential to her own financial integrity and independence.

Prussia has succeeded in converting nearly all her railroads into state lines, and as she has 15,235 miles out of 26,447 in the entire empire, the state system can be very well studied in that country. The railroads there are operated as a consolidated system covering the whole territory of the state, which is divided into eleven districts for the purpose. Each district is managed by a president and a complete bureau of construction, supply and repair, passenger and freight traffic and all subordinate departments in elaborate and complete detail. These working divisions correspond in many respects to the separate divisions of a great American railroad system, and their headquarters, construction, supply and repair shops are in the most important cities of the respective districts. The central office is at Berlin, but all division administrations report.

The Prussian railroads are capitalized at \$1,583,314,000 and the value of railroad property there has been conservatively estimated to be worth from two to three times the bonded indebtedness of the roads. In 1923-24 the gross earnings were \$296,425,253, the gross earnings per mile being \$11.97, and the net earnings per mile \$4.36. The freight charges are arranged under three schedules, according to the character of the material to be transported. The traffic charge for a haul of one kilometer—about five-eighths of a mile—is the same for all three classes, but as the distance increases the charges for second and third class freight decline in proportion to the length of the haul until a ton of first class freight carried 1,000 kilometers—about 625 miles—pays \$10.94, a ton of second class freight \$8.61, and of third class \$6.32. This is 175-180 of a cent per ton per mile for first class freight, and 137-140 and 88-90 of a cent per ton per mile for second and third class freights respectively.

In France from the beginning of rail-

road construction the idea has prevailed that ownership and control should ultimately reside in the state. That it does not exist today is not due to any change of public sentiment, but rather to political and financial exigencies, with more or less corruption, which has resulted in all the railroads, with one exception, being in the hands of private corporations. Since 1873 there have been 5,900 miles of new lines built by the private companies under state supervision, and at state expense, the companies contributing \$4,825 per kilometer for equipment. At about 1890 the properties revert to the state, and in the meantime the latter has the right to purchase at any time after the first fifteen years of the concession on the basis of the net annual income during the previous seven years. These provisions carefully guard the rights both of the companies and the public. In the meantime a very rigid, but apparently just, system of control is exerted by the government, the cost of which is paid by the companies at the annual rate of \$3.31 per mile of line operated, with a lesser charge for unfinished mileage. The government imposes a tax of 10 per cent on the price of passenger tickets and also takes all the receipts from baggage or goods carried on passenger trains. The railroad taxation amounted to \$17,562,000 in 1921.

There is a tendency to establish civil service rules on all European lines under state control, but various reforms are still being agitated. The railway employes of France organized a "syndicate" for mutual interest several years ago. It now has a membership of 15,000. At a congress held last April, a programme was adopted favoring state purchase of all the railways and radical reforms in the organization of the employes, including a system of promotion for merit, after examination, and a system of pensions. There is no doubt that the great mass of European railroad employes will become permanently attached to the service and that the pension system, which is generally regarded with favor, will, in course of time, probably furnish a body of beneficiaries that exceeds in number those receiving government assistance for services in the army and navy.

NO DICTATOR WANTED.

Of all the labor union representatives who have recently spoken in America, James Mawdsley has attracted the most attention. He has been at the head of 80,000 cotton spinners in England for eighteen years, and he attended the meeting of the American Federation of Labor convention. He had seen Gompers elected president and heard another working man publicly denounce the new officer as a "pompous nonentity." He sat in the convention quietly, day after day, listening to the long-winded wranglings over credentials, over the differences between the socialists and the trades unionists, over the matter of resolutions calling for this reform and that reform, and over the many other petty subjects that occupied four or five hours of the convention's time. After it was all over he expressed his views, but they rather jar on the American spirit, although he uttered some sterling truths.

"The greatest obstacle to the progress of trades unionism in this country," he said, "is your much-boasted freedom-of-liberty-independence. Every man wants to be a leader. No one wants to feel that he is subordinate. You lack discipline. The working men in this country are capable of achieving wonderful power. But to do it they must form into an army, get a leader and obey him. The American working man does not seem to like that scheme. Without it he can never amount to much.

"The trades unions, at present, set men to make speeches. Some times they pay for them. These men tell the tollers that they are downtrodden, that they are being ground under the heel of monopoly; that their wives are starving, that their children are hungry—excellent speeches so far as giving the working men sympathy is concerned, but which for really improving their condition are not worth a rap. Sympathy is one of the bases of the labor movement. Speeches are another. When a man gets up in a labor meeting and gives the working men the sympathetic twaddle which they so much admire they say: 'Ah, that's the man for us.'

"Now, mind you, speeches and sympathy are excellent things for building up organizations and getting the men to join, but when it comes to actual contact with the hard conditions of their lot, speeches and sympathy are worse than useless. They should meet capital upon its own ground. Let them go into the market and buy brains and pay the market price for those brains, and they will make an investment that is worth more to them than all the speeches that ever were made in the world. They should have a leader—a man who is gifted with the knowledge of men, of affairs and of government; one who can conduct their business in a business-like way, and do the same for their labor that a shrewd manager does for his employer's wares. It matters not who this man is or what he is. They should select him as a political party selects its leader, a railroad its president, a corporation its manager. And while they have him he should be a dictator—they to outline their policy, he to execute it as he would execute any other business entrusted to him—untrammeled and in his own way."

How true to human nature! Mr. Mawdsley, at the head of 80,000 men, feels the thrill of authority and aspires for more. He is no doubt an able man, or he could hardly have held his position so long. True, he has had to deal with men who have never known that liberty which he describes as the bane of American labor. But are English workmen so much better off without that liberty and with Mr. Mawdsley's dictatorship? Labor unions have been established in England, Germany and France for forty years, yet no American working man seeks their shores as the paradise of labor or the Eldorado of the laborer.

The trouble with American working men is that they have been too easily led by men who sought to advance their own interests and who have tickled the ears of their hearers with just such speeches as Mr. Mawdsley denounces. No dictator is wanted here; an untrammeled despot would be tolerated. What working men need is the experience that laws are useless unless they are enforced; that laws must be underdisciplined as to classes; that reforms must come gradually, and can be secured most surely by persistent gentle action.

A few days ago a Republican member of congress said he was tempted to vote against the tariff bill because it did not go far enough. That man was a worse enemy than a Democrat, because he was elected to further tariff reform; yet his adverse vote helped the opponents of reform as surely as if he had been one of them. When labor realizes that its best travel is by easy stages, it will achieve something. Radical measures have been tried for many years and always failed.

President Harper, of Chicago University, has stirred up the traditionalists again by the rather sweeping assertions in a magazine article that "the greatest defect in our religious organization is the lack of teachers of the Bible," that "nine-tenths of the teaching in the Sunday school is, as teaching, a farce," and that the "modern minister does not know the Bible; he knows innumerable things better than the Bible—and so he speaks that he does know, and that he has seen. From the way the religious journals are taking President Harper to task, it is evident that he came near hitting a bullseye.

Those who think they can keep Ohio out in the cold might as well give it up as a bad job. Fifteen members of the present congress from other states are natives of that state, including seven senators and eight representatives. Among these are Senators Elkins of West Virginia, Allison of Iowa, and Voorhees of Indiana. Representative Hitt, though elected from Illinois, is a Buckeye by birth, and a Hoosier by marriage. Representative Hull, of Iowa, formerly lieutenant governor of that state, though born in Ohio, was brought up and educated in Indiana.

The sister of the new battleship Kearsarge has been named by Secretary Herbert the Kentucky. This is an acceptable name and, on the whole, will be more satisfactory than Alabama, which some people wanted. Alabama would have been a good name, perhaps, but no little unkind talk would probably have followed the selection of the old Confederate cruiser's name for the sister ship of the Kearsarge. Inasmuch as Secretary Herbert is from Alabama, the choice of Kentucky is all the more noticeable.

Mark A. Hanna, of Ohio, says that Reed and McKinley are the only candidates for the presidency. This, however, does not prevent the other men whose names are mentioned from engaging forty or fifty rooms at St. Louis, so as to be present and see Mr. Reed or Mr. McKinley walk off with the prize.

Whatever form the auditing of city accounts takes, it should be entirely separate from all the expending departments. It is now distinct, but in direct connection with committees of both houses, and the plan has worked admirably since it was put into operation as the charter intended.

There won't be much hope for new public building bills until the new temporary tariff bill is replaced by one which effects a more general revision. There won't be many public buildings put up until our receipts more nearly approach our expenditures.

If the Russian bear will give one good old-fashioned growl there won't be quite so much leaving in London as there has been for the past week or more over the Venezuela question. Between the bear and the eagle there would be considerable tail nipping.

The Venezuela talk has demonstrated that the naturalized American is not very far behind the native in his professions of loyalty to the government with which he has seen it to cast his fortunes.

There is nothing that will solidify the Democratic party so quickly as a good working Republican majority in the house of representatives. They can surely be counted as being "ferminal."

After the prohibition fight made in Iowa for years, it looks rather bad for that state to have more liquor sellers than Kentucky, and yet that is what the government licenses indicate.

There have been brought into use recently a good many old dusty cuts of the Stars and Stripes, which ordinarily would not have been disturbed until after the next presidential election.

Senatorial courtesy will not be so expensive hereafter as it was formerly, if Senator Peffer can have his way. Colorado is rejoicing that the war scare has not at all interfered with the sale of Cripple Creek mining stocks.

He probably did not intend it, but the Turks now speak of President Cleveland as the sultan's best friend.

and out of the Defender, then we better back down at once.

The people of Havana just now are less fearful of the United States giving the Cubans a belligerent rights than they are over the Cubans giving them belligerent rights.

If Hayward in his international law studies has not been able to understand what a person gratia is, he will be speedily enlightened when he comes into the United States.

The president's message was read to the school children of Buffalo the other day. It is to be assumed, was merely a preliminary to teaching the young idea how to shoot.

The Kentucky people ought to have no difficulty in deciding what to give the new ship named after their state. Naval officers invariably say they had rather have something useful than ornamental.

Little Don't bring the sunshine and see better days, for old friend Dingley's horizontal line.

EDITORIAL SPARKLES.

Some people mistake contrariness for originality.—Atchison Globe.

Some men are naturally honest; the rest are made.—Los Angeles Express.

Minutemen isn't made right unless you have a headache within two hours after eating the pie.—Atchison Globe.

If the poster had continued to develop as well as come when every man can become his own artist.—Washington City Post.

Halpin Caine has perpetrated an innovation by going home and telling his people that the United States is all right.—Washington City Post.

If you would keep President Cleveland in Washington City it might be well to establish a duck pond in the White House.—New York Press.

It's the Unlooked for That Usually Happens.

Suppose some friend had told you that Baillargeon's were going to reduce in price all of those nice, new, pretty goods that comprise their stock. You would have doubted that friend's veracity, would you not? We thought so; well,

They've Done That Same Act at Baillargeon's.

Not selected certain lines and put special prices thereon, but gone through the whole stock

And Reduced Every Article In the Store.

With the exception of a few proprietary articles, such as spool cotton, etc., in all not more than a dozen, which contract binds us to sell at stipulated prices.

The Whole Store One Vast Bargain Counter.

Oh! What a picnic for the ladies. Winter time, too. Now, we don't advertise a general reduction and then offer only a few items as leaders. That isn't our way. No smooth work of that kind here. But a general reduction; an all-pervading lopping off of prices that will make this the center of economical buying.

THE NEW PRICES WILL HOLD GOOD FROM JANUARY 2 TO FEBRUARY 1, AFTER WHICH DATE THE REGULAR PRICES WILL PREVAIL.

Now, this is your chance. No old goods—all new; all goods well worth the prices at present thereon. You can't buy them for less anywhere, and yet they go at still less.

We Stake Our Reputation For Honesty

On the statement that "no goods have been marked up one cent or more to prepare for this reduction." You can see the prices we've been selling them at.

Don't Procrastinate, You'll Lose the Plums.

Getting rich, like killing a cat, is done in more ways than one. This way may be rather slow, but it's a sure thing. You will save something, probably 5c, or 25c, or 50c, but it will be something saved each time you make a purchase during the coming month. Everything counts.

There Will Also Be Offered Wonderful Specials. Watch for Them.

GIVE EAR AND HEED.

A few days will usher in a new year containing both cares and joys. The coming year's life will be like the last was—just as you make it. Then brace up; make it a stirring, wide-awake one.

These are not dull times. Drop in and visit us any afternoon. The crowds will surprise you. Your "dull times ideas" will be dispelled. It's our reputation for giving just a little better values, and selling at just a little less, that draws the crowds. But it shows there's money in town, doesn't it? YOU KNOW THE PLACE.

BAILLARGEON'S

Second Av. and James St.