

THE TIMES

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"A FEARLESS EXPONENT OF INDUSTRIAL PEACE"

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Saturday, April 6, 1912.

THE GRAYS HARBOR STRIKE.

It seems that the people of the Grays Harbor country are really coming to their own from the way they handled the strike at Hoquiam and Aberdeen and other towns in that district. If all strikes were handled in this manner the number would be materially decreased. At any rate this action shows that the people can put out the idler, anarchist and red flag advocate when they are really in earnest and marks a new epoch in the handling of the I. W. W. nuisance which like many other twentieth century pests will in time develop a remedy. Necessity is the mother of invention and whenever a nuisance grows unbearable there is generally a remedy invented. In the above case the credit is not due any particular genius, but to every public-spirited and liberty-loving citizen who participated in the undertaking.

THE PRIMARY ELECTION.

The coming primary election is an event of vast importance to all, the capitalist and laboring man alike, but its importance is not appreciated by the masses in the fullest sense of the word. It is a day when good or bad men are to be chosen to fill positions of trust; offices that require men of brains who are fearless and fair; who will treat all the people alike and grant no special favors, in fact they should be the choicest product of the Nation. Therefore every man who is qualified by law to vote should put forth his best efforts to nominate the man who will fill the place to the best advantage and aim for the betterment of the people instead of the fattening of his pocketbook.

April 19th will be the day to determine the character of officers nominated for the ensuing term and it is the duty of every law-abiding and liberty-loving American citizen to see that clean, straightforward and honest men are elected. While The Times has no particular choice for the office of sheriff, there is one candidate, W. H. Fitzgerald that should by all means not be elected. If he is elected sheriff every walking delegate would receive a deputyship at his hands and employers would have no chance to operate their business or receive protection. The lower element would have full possession of the city and citizens would be harassed on all sides by robbers and thieves who would flock here from other places to take advantage of his administration.

A certain candidate for nomination at the primaries for Congress, who caters to the union vote, which he refers to as the "plain people," forgetting that there are plenty of workers not of the hide-bound union stripe who are as plain as they make them, has taken up a new degree to advertise his candidacy. He is sending out among his other literature and cards, the picture of his baby. It bears the statement: "No I am not running for Congress but dad is." This is a new wrinkle—bringing babies into politics. Well, perhaps it is well that this particular baby should begin now taking his primary course in the political school, if he is to emulate the example of his saintly (T) dad.

Of all the irresponsible, no-account aggregations of men that ever infested the face of the earth the worst is the I. W. W.'s. Composed of the failures of life, the flotsam and jetsam from Europe they make dire threats against men, cities, and governments. By a reign of anarchy they have nothing to lose, and nothing would delight them more. The most of them are foreign born, and similar conduct at home would land them for life in prison, with rulers devoid of 1912 ideas of prison reform. The worst of it is the moral support they receive from certain visionary Americans.

It seems that the most excitement at the present time, aside from some of the prominent strikes is the fights the Unions, I. W. W.'s, and Socialists are having among themselves. Almost every day a dispatch comes from some part of the country telling of one organization denouncing or fighting the other. A dispatch from Lowell, Mass., dated April 1st states:

"Determined campaigns to wrest from the I. W. W. the control of the 20,000 cotton operatives out on strike were started here today by the American Federation of Labor and the United Textile Workers of America. Each organization has established headquarters here and the fight promises to be a bitter one."

The governor of Arizona is a better advertiser, or has a better press agent than Governor West. He spent a night in a felon's cell, to receive the prison atmosphere and make reforms.

That Socialism is not a success is shown by the recent defeat of the party in Milwaukee. Milwaukee is not the first city to have Socialist rulers, but perhaps the largest to adopt this "ism."

The beef trust and sugar trust cases and the acquittal of the leaders thereof, is only another illustration that a jury will not convict a pretty woman or a millionaire, if they can get around it.

As long as the sun is shining and the days are spring, the prospect of a coal strike does not alarm. But east, where they have no wood and the gas pipes are frozen, it terrorizes.

ANIMAL SUPERSTITIONS.

Chief Among Them in Japan is the Fear of the Fox.

Chief among Japanese animal superstitions is the fear of the fox, which is believed to have supernatural power. Shrines called "Inari Jinsha," in which the fox is enshrined as a deity, are numberless. The name of the deity written in Chinese characters signifies fox, and from this it came to be generally accepted that the god was really a fox. Its natural cunning is greatly enlarged upon, and it is believed to be capable of misleading and deceiving human beings, which causes many to pray to placate the fox god.

The badger is the next most dreaded animal in the superstitious mind. It is believed to have power to annoy people, its particular habit being a transformation into a Buddhist priest, in which disguise it is guilty of various deceptions and impositions. The crying of weasels and the baying of dogs are considered evil omens, and such insignificant happenings send a shudder over the believers.

On the other hand, a light colored

mouse in the house is a sign of happiness, good omens are presaged by what are considered the pleasant cries of crows in the morning, while the so called unpleasant notes forecast death and other dire disasters. If a spider falls from the ceiling in the morning he brings pleasure, but if at night it is thought reverses will follow. To see a centipede at night means happiness.—Pearson's Weekly.

Noah Was Lucky.

"What are you smiling about?" asked Noah. "I was just thinking," replied Japheth, "how lucky it was we could go ahead and build this ark without waiting for an appropriation from congress."—Washington Star.

Not on the Level.

"How can mountain climbers be beaved?" "Why not?" "How can such a thing as mountain climbing be on the level?"—Baltimore American.

The man who cannot forgive any mortal thing is a green hand in life.—R. L. Stevenson.

Comments of the Oregon Press

(Oregon Daily Journal, Portland.) RAILWAY COMMISSIONER SEEKS RE-ELECTION; HAS A FINE RECORD.

Candidate Performs Splendid Service in Shaping Policy of Commission.—Heavy Saving to People Has Resulted.

Few men candidates for office can point to a record of accomplishment that is so punctuated with things worth while as Clyde B. Aitchison, who is before the Republican voters for renomination for the office of railroad commissioner, where he has served since the office was created.

His part in shaping the policy of the commission and infusing a life-giving interpretation into the railroad commission act is pointed to by his friends as of high value to the state. The law has been made effective because of the fairness and good judgment of the men composing the commission. From the beginning Mr. Aitchison has been the only lawyer member, and for this reason he has had a particularly influential part in working out the problems of just dealing between the people on one hand and the railroads on the other.

Economic Saving to People.

Oregon is one, and probably the only one of the states with similar railroad commission laws where no order of its commission has been set aside by any court. While hundreds of complaints have been investigated every year and numerous orders made, much of the important work has been undertaken on the commission's own motion, without waiting for the filing of complaints. The result has been an enormous saving to the people in rates and constant betterment of service, with little friction and no backward steps.

The supreme court of Oregon, in an opinion rendered December 26, 1911, said: "The infrequency of appeals from orders of the commission indicates that the commissioners, selected by the people of this state to see that the rights of the public in matters of transportation are properly protected, have performed that duty fairly and faithfully." (119 Pac. Rep. 730.)

That these results have been accomplished with fairness to the carriers is evidenced by the 40 per cent increase in

(Portland Oregonian.) RAILROAD COMMISSIONER'S WORK GOOD.

Work of the Oregon Railroad Commission, as reviewed in its annual report, shows it to have had a correct conception of its duties. The true function of such a body is to bring about equitable relations between the railroads and their patrons. That this function has been well fulfilled is proved by the readiness with which the shipper and passenger have appealed to the Commission and the readiness with which the railroads have complied with its orders. A more convincing proof, that in its efforts to do justice to the patrons of the railroads, the Commission has not done injustice to the railroads, is the fact that during the five years of the Commission's existence railroad construction in Oregon has been more active than during the preceding seventeen years. The railroad companies and shippers alike have found but few occasions to appeal to the courts from the Commission's orders. Investors in railroad securities have become satisfied that the Commission will not use its power to reduce rates to a point where their investment will become unprofitable.

That the Commission has, with so little litigation, brought about reductions in freight, passenger and express rates aggregating \$750,000 a year is evidence that it is watchful for the interests of the public. That its orders have met with such cheerful compliance is evidence that the railroads recognize the substantial justice of the Commission's action and are ready to remove any inequities in their tariffs which may survive from earlier times, when pioneer conditions justified higher rates.

Instead of being simply the champion of the public in a war with the railroads, as are the Commissions in some states, where rates have been reduced to the point where profit has disappeared and construction ceased, the Oregon Railroad Commission has become rather a board of conciliation and adjustment between shipper and carrier. It has thus vindicated its usefulness and become a means of attracting settlers without scaring away railroad investors, and of attracting railroad investors without scaring away settlers. Its strongest recommendation is that it has simultaneously won the confidence of both elements whose interests occasionally conflict.



CLYDE B. AITCHISON

Republican Candidate for Re-nomination
Railroad Commissioner
Second District

rail mileage during the same period, and by the expenditure of more money for railroad extensions and betterments than in the whole previous history of the state.

Results Attained.

Among the thorough investigations that have been made with important results beneficial to the public, are: The revision downward of the class rates for freight between all points on the O. W. R. & N. and Southern Pacific lines in Oregon; substantial reductions in the Eastern Oregon grain rates; substitution of a 3-cent for a 4-cent passenger fare on the Astoria & Columbia River, Corvallis & Eastern and the Shaniko and Condon branches of the O. W. R. & N.; marked reductions in the merchandise and general special express rates of the Wells Fargo and Pacific Express companies; extension of the Biggs local passenger train to Pendleton; the vigorous prosecution of the complaint of the Oregon woolgrowers as to their eastern rates, before the Interstate Commerce Commission; betterment of service conditions generally; establishment of numerous stations and agencies, and safeguards for the protection of life and limb; investigation of the physical value of all the railroads in the state.

Mr. Aitchison is one of the three men who drafted the original railroad commission act.

Has Special Training.

Previous to that, in 1905 and 1906, he was clerk of the state tax commission, this work leading naturally into consideration of rate problems. He was appointed a member of the railroad commission upon its creation, February 18, 1907, and in 1908 was elected for the full term of four years by the voters of the old Second congressional district, from which district he now seeks another election. He became chairman of the commission on January 1, 1911, and has held that position since.

Mr. Aitchison has been for two years chairman of important committees of the National Association of Railroad Commissioners. Last year he was chairman of a committee to consider amendments to the interstate commerce act and this year he is chairman of the committee on railway service accommodations.

The railroad commission calls for a man with special training, a specialist, and the friends of Aitchison are urging his experience and results accomplished the last five years as the strong features of his campaign for re-election.

(Oregon Mist, St. Helens.)

EVERY DUTY FULFILLED.

One of the important offices to be filled at the coming election is that of Railroad Commissioner. The man who fills this position acceptably to the people has a tremendous job on his hands, as this Commission has control of the regulation of all freight and passenger traffic on the railroads of the state, and, under the law passed by the last legislature, all street car companies, telephone and telegraph companies—in fact, all public utility corporations will be under control of the Railroad Commission. It is a most responsible position. The men who have been serving on this Commission during the past term have fulfilled every duty imposed upon them with credit to themselves and advantage to the people. In every case that has been taken from them to the courts they have been sustained. Among the candidates for this position, Mr. C. B. Aitchison, the present chairman, is asking for renomination, and from a very careful survey of the field it is quite apparent that no mistake will be made in re-electing Mr. Aitchison. He has had the experience and made good; he is capable and honest, fearless and fair. Therefore, no reason for a change.

(Canby Irrigator.)

CAPABLE AND TRUSTWORTHY.

Mr. C. B. Aitchison has been largely instrumental in making our railway commission a power for good—and yet a vehicle of fairness to all. He was appointed when the law creating the commission was first passed, and has held office ever since, and it was he who got the affairs of the body in smooth, working order.

He has been as fair to the transportation companies as to the public, for all of his decisions have been founded on equity and impartiality. As a student of railway affairs, and their relation to the body politic, he is not surpassed by any young man in the country.

Just now it would be a serious error to defeat him, for soon the powers of the commission will be greatly enlarged, and Mr. Aitchison's knowledge and judgment will be of still greater benefit to the people.

He is a strong, virile, clean young man,

(Continued on Page 3.)



Dr. W. I. COTTEL

Candidate for

State Dairy and Food Commissioner

At the request of his many friends throughout the state as well as the city of Portland, Dr. Cotel has consented to become a candidate for the office of state dairy and food commissioner. He is well known to the general public as ex-city councilman, member of the state legislature, is an expert chemist, physician and business man. He has a reputation of being honest and loyal to all power invested in his hands and has a record to be proud of by any honest and trustworthy citizen.

Dr. Cotel has had long and varied experience along the line of testing milk and other foods, having made a special study of tubercular infections so common to milk and other food products produced under unsanitary conditions. He has followed the drug business successfully in Portland for many years and is not seeking the office merely for the remuneration attached thereto, but rather as a specialist advocating purity of milk and other foods.

Dr. Cotel states that 98 per cent of milk and other food-stuffs now infected with tubercular germs can be detected by scientific and systematic research, at a very slight expense if conducted under the direction of a practical man well versed along these lines.



Capt. C. P. Stayton

Pioneer Railroad Man,

Candidate for

State Railway Commissioner

Capt. C. P. Stayton, candidate for the office of State railway Commissioner is well known to the general public throughout the state as an honest, truthful and straightforward worker for the best interests of the people. Capt. Stayton claims to be exceptionally well fitted for the office through long experience in railroading as well as political circles, having become a proficient railway locomotive engineer in his younger days and enjoys a very successful career along this line. Capt. Stayton is a practical steamboat man, having owned and run steamboats up and down the Columbia River for a number of years and is thoroughly familiar with the handling of all kinds of freight and passenger traffic. If elected, Capt. Stayton promises at all times to keep the interests of the people at heart and ever work to their best ends. He stands for a good, square, clean administration and solicits your support to accomplish these ends. His slogan which is a good one is "Strict enforcement of law, square deal to all, no interest to serve but the people."

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