

THE TIMES

Published every Saturday by THE TIMES COMPANY, Incorporated
at 212 First Street, Portland, Oregon. Phone: Main 5637; A-2686.

THE TIMES is not responsible for any opinions expressed by correspondents appearing in its columns.

Entered in Postoffice at Portland, Oregon, as second-class matter.

"A FEARLESS EXPONENT OF INDUSTRIAL PEACE"

SUBSCRIPTION RATES—\$2.50 per year, in advance.
ADVERTISING RATES made known upon application.

Saturday, June 8, 1912

WELCOME THE MACHINE.

One of the mistakes labor makes is opposing mechanical devices which increase production of the individual. Often we hear that organized labor has lent itself to the defeat of adoption of a new machine which will eliminate a portion of the workmen formerly required. As an immediate justification, it is said by the laboring man that he has a right to stand against a system which cuts some of his fellows out of employment.

Here is where a mistaken philosophy prompts labor to bite itself. Labor never was given a more welcome bequest by society than machines which save human energy and multiply the production of the individual. Harnessing forces of Nature and placing them at the back of the race is in fact the very framework and foundation of progress.

In China there are districts where coolie bearers are the transportation medium for heavy freight. These powerful laborers trudge day after day with packs on their shoulders. They would have the same right to protest against the use of horses, camels, boats, or steam locomotives that any laborer has to refuse admission of a labor-saving machine. One horse would displace three coolie bearers, but freight conveyed is made cheaper to the consumer by the horse, three human beings are given opportunity to rise to a higher level than were beasts of burden, and a step in civilized progress is recorded.

Displacing a man who has a position is unpleasant. It can only be justified by the general good. Labor unquestionably has the right to demand as machines enter and the power of the individual is increased, larger earnings. It was upon this principle that, when the articulated Mallet locomotives, doing twice the duty of the former mogul, were put on certain railway lines, the engineers asked for a substantial increase in pay for operating them. No more labor was required to handle one Mallet than the single type preceding, but the engineers felt that a portion of the increased earnings being assured by invention and progress should go to labor, which is right, in some measure which society has never yet seen fit to apportion.

If organized labor set about establishing a rule for apportioning the profit of inventions, and improved conditions, and gave its full energies to swift increase in the producing power of the individual, real progress would be quickened.

BURNING UP LABOR.

Planters have been urged to burn part of their cotton crop, in order to enhance the market value of the remainder. With the same object, part of a coffee crop has been burned; and we believe there are other instances of deliberate destruction for the purpose of converting an oversupply into an undersupply and boosting prices, for it is a regrettable fact that the world will pay you more for producing a little less than it wants of a given commodity than it will for producing a little more than it wants.

Burning good cotton or good coffee, or any other thing, the production of which costs much effort, and the use of which is profitable to man, goes against the grain of human nature, however. It seems essentially immoral and a rank flying in the face of bountiful Providence. So far as we remember, labor is the only good commodity which habitually burns itself up in order to maintain a remunerative market price. A report happens to be at hand containing official returns of strikes and lockouts in various European countries. The statistics for Great Britain, France and Austria are made up in much the same form. A four-year average shows that about eight million days' work are annually lost in those three nations through strikes. That much labor is burned up every year. With three hundred working days in the year, we have the equivalent of twenty-seven thousand workmen perpetually idle for this cause.

To an impartial observer, it would seem that labor is the very last commodity that should be burned up.—Saturday Evening Post.

FALLACY OF MAKING WORK.

Some workmen have the idea that, if they refuse to work today, or for six months, the work will still remain to be done; but this is entirely wrong. This idea is carried so far by the trades unions that they believe each workman should be restricted in his output, and that the mass of workmen would be thereby benefited. This fallacy is due to a failure to keep in mind a very simple truth—the more we produce, the more we have; the less we produce, the less we have.—R. T. Crane, in Valve World.

God made the world in six days, but Portland is not near finished yet. A city is what its citizens make it. There are no such things as cities of destiny. Three men of one accord, of one mind, and of one opinion, can revolutionize a city, a state, a nation; the trouble is to get three men of one mind. Portland has now arrived at a stage that nothing can stop her growth; but good business administration and the concerted actions for good of her citizens can make her grow and prosper so fast that in twenty-five years or less she will be the fourth city of the Nation. The proper authorities should at once clean up and beautify that part of the city between the railroad bridge and the Union Depot—there are old dumps and eyesores there that were there when Columbus landed. These things give the stranger a very bad impression. Necessity will compel Portland to put elevated sidewalks in the business center within a few years. These will undoubtedly be conveying sidewalks.

"The duty is laid upon us to see that the pay our workmen receive should not merely be adequate for their necessities, but should be sufficient to attract the intelligence and skill of that high-grade of American citizen, the mechanic who has made us an industrial Nation; that the wages should not merely pay for the required service, but should carry with them a stimulus to ingenuity and intelligent activity.—F. C. Caldwell, retiring President National Metal Trades Association.

The committee on industrial education of the National Metal Trades Association, in its report at the recent convention, states its belief that, to a considerable extent, our labor difficulties can be traced to lack of efficiency; and that a cure can be found only in a change to increased intelligence, from incompetence to competence. To this end, it advocates the furtherance of National and State policies in extending aid for industrial education, and also recommends the continuance by the Association of financial support to the National Society for the Promotion of Industrial Education.

"I never knew an early-rising, hard-working, prudent man, careful of his earnings, and strictly honest, who complained of bad luck"—Addison.

I.W.W PLAN TO MAKE FIGHT IN NORTHWEST

Agitators in San Diego to Be Sent to Seattle Is Latest Report.

HOQUIAM, Wash.—As the result of a conference of I. W. W. leaders, held in Seattle recently, the plan of Thomas Halero, member of the general board of directors, is said to have been adopted. This plan provides for moving all of the agitators from San Diego to Seattle and conducting from the latter city an agitation for a strike throughout the Northwest commencing August 1. It is planned to move the Grays Harbor headquarters from Hoquiam to Centralia, and to divert to that point all money now going to San Diego. An investigation indicates that the membership among loggers and sawmill employes is falling off.

OREGON NEWS NOTES OF GENERAL INTEREST

Events Occurring Throughout the State During the Past Week.

Mining Dates Postponed.
Baker.—Word was received by the Baker commercial club from L. D. Malone, of the Oregon Mining Congress, that the state mining convention, which was to have been held this month, has been changed to August 5, 6 and 7, immediately following the meeting of the governors in Boise, Idaho. It is planned to bring the governors here to the convention.

Men with Elk Meat Caught.
Pendleton.—Tom Willaby and Elmer Nichols were placed under arrest by Deputy Game Warden Averill near Hideaway Springs on the charge of killing elk. These are the first arrests for this offense ever made in Umatilla county. The men were taken by surprise by the deputy and in their possession was found the elk skin and some elk meat.

Martin's Rapids to be Harnessed.
Eugene.—Plans for the development of 12,000 to 14,000 horsepower at Martin's Rapids on the McKenzie river, 33 miles east of Eugene, are being made by the Oregon Power company, and surveying parties in charge of C. B. Nichols, chief engineer, will go to the rapids to make further surveys. Probably \$1,000,000 will be required to develop the project.

NEW COUNTIES PLANNED
Bill to be Placed on Ballot by Initiative in November.

Portland.—Creation of new counties and the consolidation of contiguous incorporated cities and towns by the people of the territory directly involved are provided for in a proposed general law which will be submitted to the voters of this state next November.

The draft of such a measure was completed at a meeting in St. Johns by a special committee, consisting of the city attorneys of Seaside, St. Johns and Cottage Grove. The members of the committee were: A. W. Norblad, of Seaside; P. C. Stroud, of St. Johns, and J. C. Johnson, of Cottage Grove.

The proposed bill provides that new counties may be created from the territory of one or more old counties, provided that the county from which territory is taken shall have remaining an area of not less than 500 square miles, a population of 2000 and property of not less than \$2,000,000 assessed valuation, and provided further that the proposed new county shall also have the same minimum as to area, population and property valuations.

The creation of a new county may be proposed by petition of 30 per cent of the legal voters residing in the territory of which it is to be composed.

Coos Bay on Boom.
Marshfield.—Improvements in connection with the lumber industries of Coos county which have been made recently and which are now being started will aggregate in expenditure approximately \$1,500,000. Never before in the history of the locality has

there been as much advancement in the way of improvements and new industries.

LIMIT FOR INITIATIVE CLOSE

Only One Bill Ready to go Before Voters out of 40 to 50 Discussed.

Salem.—Although there are between 40 and 50 measures under the initiative which have been discussed with a view to bringing them before the people next November it seems probable that many of these will never reach the ballot through a failure to initiate in time.

Under the law, July 4 will be the last day on which completed petitions can be filed, and July 1 is the last day on which favorable arguments for any measure may be filed. This gives a comparatively short time for securing over 9000 names on petitions for each bill.

The only bill so far received is a proposed constitutional amendment providing for women's suffrage. July 22 is the last day on which arguments opposing any measure may be received, and September 11 is the last day for the secretary of state to mail out initiative and referendum pamphlets.

Secretary Olcott fears that there will be such a rush of petitions at the last moment it will be practically impossible for the clerks in the office to check over the names.

Gebhardt is Freed.
Oregon City.—Following a dramatic hearing, Justice of the Peace Samson dismissed the charge of murder against August Gebhardt. The court held that Gebhardt shot and killed Robert Lindley, a farmhand, in defense of himself and wife following a party at which beer was served.

A FAMOUS BEACON.
The Navesink Light, Near Sandy Hook, is a Wonder.

The most powerful light in America is housed on a promontory near Sandy Hook, 250 feet above the beach, where it acts as a safeguard to all ships entering or leaving the harbor of New York. It is called Navesink light and is of 95,000,000 candle power. At fifteen or twenty miles its flash is as pointed and brilliant as a star. On a perfectly clear night its shaft of light can be seen 100 miles at sea. When it was erected it was operated at twice its present candle power. But ocean pilots objected to its strength, saying that so amazing an electric flash actually blinded them and interfered with their work. Uncle Sam heard the prayer of the pilots and turned down his pet lamp to 95,000,000 candle power.

The amount of oil consumed by the engine that provides the power for the light is only one gallon and seven-eighths an hour. That is the astonishing thing to the unscientific visitor—the comparatively small expense and effort required to maintain so great a light. There are two fair sized dynamos and two oil engines. One set is always kept in reserve. Of course the tremendous candle power is developed by means of a great lens, made in France. The lens weighs seven tons and a half, is seven inches thick and rests in mercury. It is revolved with ease.—Saturday Evening Post.

Purely Mental.
Mrs. Holden had been blessed with remarkable eyesight all her life. It was a great trial to her when at the age of seventy-two she was obliged to put on "reading glasses." "But they are really becoming to you, Aunt Hilda," said a gentle niece by way of consolation.

"No, they aren't," said Mrs. Holden, with her usual scorn for compliment. "Anybody's eyes look better without a glass in front of 'em, and you know it." "But you couldn't read without them," ventured the niece. "and you love"—
"I could, too, read without 'em," said the old lady, refusing to be soothed. "I could read most as well as ever, but I couldn't see it all—that's the only trouble."—Youth's Companion.

The Deep Sea Lead.
In order to find a ship's position when approaching the land in a fog soundings are taken with the "deep sea lead." This lead weighs twenty-eight pounds and is attached to a line which is marked off in fathoms by bunting of various colors, pieces of leather and knots. Bored in the base of the lead is a hole about two inches deep, and this is filled with tallow, so that the gravel or shells at the bottom will adhere to it, and the nature of the bed may be thus ascertained. When the lead is thrown overboard the water's depth is noted on the line, and this and the adherence to the tallow when compared with the description given on the chart will give the ship's position with tolerable accuracy.

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