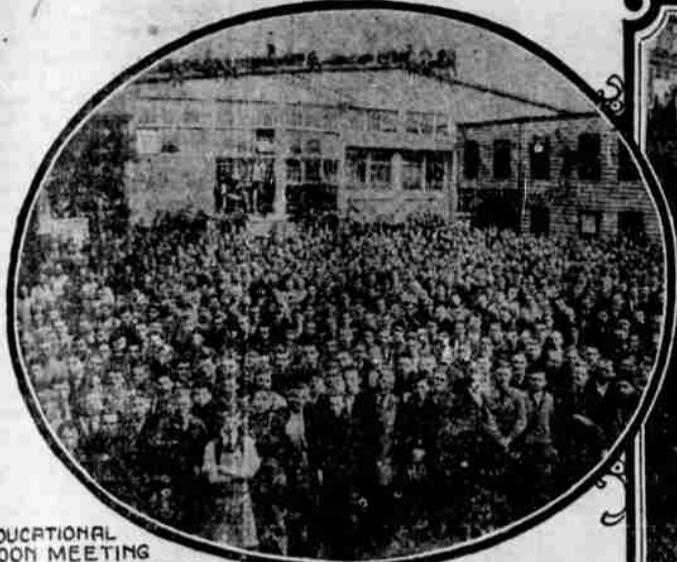


A Platform for American Business Men



EDUCATIONAL NOON MEETING FOR WORKERS IN A BIG AMERICAN INDUSTRIAL PLANT—LABOR SHOULD HAVE A SQUARE DEAL AND GRANT ONE IN RETURN



THE GOVERNMENT MUST PRACTICE THE THRIFT IT PREACHED TO ITS CITIZENS DURING THE LIBERTY LOAN DRIVES



COTTON ON GALVESTON WHARVES AWAITING SHIPMENT ABROAD—EUROPE NEEDS TO REMEDIATE HERSELF



RED CROSS WORKERS CARING FOR INFANT VICTIMS OF RUSSIA'S BOLSHEVIK REGIME—IT IS IMPERATIVE FOR AMERICA TO AVOID THE EVILS OF RADICALISM



A BIG AMERICAN RAILWAY TERMINAL—THE ROADS MUST BE ENABLED TO INCREASE SUCH FACILITIES TO PROVIDE FOR THE COUNTRY'S GROWING BUSINESS

By FRANCIS H. STESON
Vice-President Guaranty Trust
Company of New York

Now that the menace of war is past, we face the new menace of peace. From the idealism and the sacrifice of consecrated and united effort to see a world-wide reaction to selfishness, greed, sectional and class interest. Practically every major element of our body politic is militant as a class. Each is seeking to protect and promote its class interest in some manner, through some form of organization, by propaganda, threat or influence.

In view of this far-reaching and rapidly growing movement, the thought quite naturally is suggested that business men of the United States also should organize and co-ordinate their common interests—not, however, for selfish reasons but from the broad viewpoint of the economic welfare of the country, and, directly or indirectly, of all classes.

As the basis for the first plank of a platform for the business men of America let us consider that the guiding principle of our part in the World War was the destruction of autocracy, and that the principle carries with it a larger significance than the mere overthrow of kings. So, today we should no more endure autocracy in Washington, for instance, than in Berlin. No more in labor councils than in capitalistic circles; no more among farmers than among bankers.

As a second plank, let us advocate a just return, fair treatment, and a proper voice in determining the working and living conditions for labor. But we should also demand as much for labor, and drive home to labor the fact that it cannot expect these results unless it stimulates production and gives a fair day's work for a fair day's wage; that labor cannot prosper at the expense of the majority of our people; that it cannot prosper unless it puts its shoulder to the wheel and helps every other class to prosper; that labor will bring hardships on itself and all other classes so long as it permits the country to suffer from under-production.

The railroad plank should make clear to all classes and interests that the continued prosperity of the nation is contingent upon the public obtaining efficient service—and as soon as possible. The railroads must be allowed to earn enough to provide it; to equip themselves efficiently, and to expand their facilities.

The platform of American business men should advocate Government recognition of the fact that we cannot export American dollars to seek investment abroad unless they are accorded the protection of the American flag and the co-operation of the United States Government. A policy of economic and financial imperialism on the part of the United States Government, of course, should not be tolerated, for such a policy would inevitably lead to political imperialism. But the Government's moral support should be granted freely to our citizens legitimately engaged in developing the resources and industries of other countries. It will not be necessary to continue our military operations abroad, but our Government can continue its moral and economic fight for world-wide peace, even after the adoption of the final peace terms.

In facing the European situation, let our platform seek to make clear to Europe that America is glad and willing to lend a hand in helping Europe rehabilitate itself, but insists that

the peoples of Europe bear their proper share of the burden and solve their political, financial and economic problems in a courageous, satisfactory manner. Our platform should endeavor to impress upon the American people the full significance of the exchange situation, and the barrier it creates abroad against our products—an invisible tariff that is higher than any tariff before the war. It would point out to those who derive joy from this state of affairs, because Europe's increasing inability to buy our products at prohibitory prices may throw upon our home market quantities of goods that would otherwise be exported, and thereby reduce some prices temporarily, that they forget that a precipitate decline in prices of commodities generally would be disastrous; that a rapidly falling market for farm products, for instance, would mean demoralization in our agricultural industry, which is our basic industry, and that that would inevitably react unfavorably upon all business in the country.

Greater production and less consumption afford the only true solution of the high cost of living problem. But, with a world-wide scarcity of all essentials, Europe must be enabled to increase her production vastly or there will not be enough of the necessities of life to meet demands. And Europe cannot accomplish that feat unless she can obtain adequate quantities of food, fuel, raw materials, and machinery in this country, particularly during the critical period.

While our platform should insist upon demobilization of Government interest and activity in business, it may be advisable eventually for our Government to reverse its present policy and make grants, through existing or newly created agencies, for financing our export trade, provided that such credits be expended in the United States for American products. This could be done without increasing our tax burden and without draining the investment market of capital needed in industry, if the Government would re-adjust its expenditures from a war to a peace basis. If the Government would set the example in thrift that it has preached to its citizens.

Our platform would lay stress on the imperative need for the conservation of our credit resources and for the diverting of capital and credit for speculative, unnecessary ventures to legitimate, essential business. It should advocate the strictest economy on the part of the Government, and the adoption of a proper budget system. If we are to speed up industry to the productive capacity demanded in this critical period, the unjust and onerous taxation now imposed on business interests and capital must be lightened. To continue during peace-times the taxation of business profits on a war basis will inevitably injure business and industry beyond repair.

One of the most urgent reforms in our present system of taxation is the repeal of the excess profit tax. This tax, in its present form, though probably justifiable as a means of raising revenue, for the prosecution of the war, is both unscientific in principle and economically unsound.

We see rising up all over the world a tide of radicalism, which has affected every form of business opportunity and business service; and unless business men attempt to understand and interpret, and, by the grace of God, guide that radicalism into the right channels, it will affect the fundamental values of everything in which we deal.

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SOUTHERN PACIFIC TRAIN WRECKED BY EXPLOSION.
SAN FRANCISCO, Aug. 18.—The Southern Pacific main line to Portland has been cleared and trains were running without delay today following the explosion of 1,000 cases of dynamite and other powder on a freight train yesterday. The explosion occurred near Gregory north of Dunsmuir, Cal. The powder car and the two cars adjoining it in a train of 42 cars were blown to fragments, but no one was injured. The explosion cut the train in two and engines, which were attached to each end, pulled the remaining cars to safety. The cause of the explosion was to be determined at an investigation in progress today.

State Engineer Percy A. Cupper, who so expresses himself in a report to F. E. Weymuth, chief engineer of the U. S. Reclamation Service, Denver, Colorado. These co-operative investigations have been made under a contract entered into between the state and the secretary of the Interior on May 5, 1913, following the appropriation of \$50,000 by the Oregon legislature in connection with the federal government. Projects investigated under this contract include the Deschutes, Ochoco, Malheur, Silver Lake, Silver Creek, Harney Basin, Talent, Medford and Eagle Point projects.

Progress Made In Reclaiming Lands

The progress made in reclaiming lands included in Oregon projects investigated jointly by the state and U. S. reclamation service, is a matter of considerable satisfaction to

Senator Eddy Claims an "Edge"
SALEM, Ore., Aug. 19.—Senator B. L. Eddy of Roseburg said here today that he has more votes pledged for the presidency of the next state senate than his opponent, Roy W. Ritner of Pendleton, and that he has more than an even chance with the members who have not pledged themselves.

Senator Eddy Claims an "Edge"

The Ritner camp shot too high in claiming that Ritner has thirteen votes pledged to his support," said Senator Eddy. "Indications now are that I have thirteen votes pledged in my favor, while Ritner has eleven. Relative to the six unpledged votes, I feel sure that I have more than an even chance with Ritner."

"There was a time when I had more of the senators for me than both Ritner and Banks. When Banks pulled out of the fight and went to Ritner, while Moser and Farrell of Portland, and Bell of Eugene, also went to Ritner, my Pendleton opponent made quite a gain, but I feel safe in saying that I am still leading him. It is a hard, close fight, but a clean one, with friendly feeling on both sides."

NEWEST "BIG BERTHA" SHOOTS EIGHTY MILES.
LONDON, August 19.—The fact that a super "Big Bertha" is being built at Vicker's Sheffield works is made known. Its length is eighty

feet (wires a Daily Chronicle correspondent), and it can throw an eight-inch shell between seventy and eighty miles. In consequence of the extraordinarily high velocity of the projectiles the gun will need reloading at frequent intervals.

REDUCED FARE GIVEN.
The usual concession of a cent a mile has been accorded again to

members of the Grand Army of the Republic and the Women's Relief corps and their immediate families who desire to attend the annual convention at Indianapolis next month. Tickets at the reduced rate will be sold only to those holding certificates of membership, according to announcement made by Portland railway officials. Sale date will be September 13 to 17, and tickets, which must be validated at Indianapolis, will have a final return limit of October 14.

DELIGHTFUL SURPRISE.
Has come to those having Universal Tire Filler installed in their tires to take the place of tubes and air. They now get the real enjoyment in their auto rides without having any of those disagreeable roadside tire repairs. Break away from your old ways and adopt the more economical way by having Universal Filler installed in your auto tires. It rides same as air and gives you much more mileage to your gas. If in doubt ask those that are now and have been riding on it for a long time. Hon. Judge Wagoner and wife have been riding on Universal Filler in their Franklin car for nearly six years, and would not go back to air again for anything. Universal Tire Filler is guaranteed 100,000 miles and is changed from one casing to another as they wear out.

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