

THE TRIBUNE.

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HARDY T. STEWART.

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ADVERTISING RATES REASONABLE.

Oregon is to be congratulated up on her wise choice for United States Senator. Chamberlain and Lane are able and influential men, and under a Democratic administration will make a strong team. By yielding to the solicitations of unwelcome friends, Senator Bourne has ruined his political fortune in Oregon, perhaps for all time, very much to the Tribune's regret, which in the past has been one of his staunchest supporters.

Curry county voting "dry" is another victory for good government, and the majority given the cause in both Langlois and Gold Beach, where they had had saloons for the past two years, is evidence that the people of those places, after trying them both, believe that the dry rule is the best. And now that the entire county is dry, the good citizens of each town should unite in an endeavor to keep the boot-legal out. The most ardent supporters of prohibition cannot shut their eyes to the fact that the local option law is being violated right along. This is one of the things that hurts the cause. Similar conditions no doubt prevail in the other towns of the county as prevail at Port Orford, where whisky is shipped in from two or three well known sources. The arrest and punishment of one or two of these law violators would have a good wholesome effect upon the boot legging in Curry county.

Agent the Port.

In the Curry County Leader of last week A. Adolphsen had a letter relative to the Port of Port Orford. At least, we presume that is what the writer had in mind, but owing to typographical, grammatical, his torical, rhetorical and other blunders on the part of the printer, it was something like a Chinese puzzle to get hold of and hang onto the train of thought.

In comparing modern machinery to obsolete, the Tribune recently likened the building of the Panama canal by the Americans to the attempt made by the French years ago. Mr. Adolphsen comes back and says that the machinery used in the construction of the Panama canal is too expensive to be used in the construction of a 300 foot sea wall at Port Orford. That's too bad! And it puts us up a tree for an answer. Not being a mechanic, we had supposed, of course(?) that as soon as Uncle Sam was done with the machinery at Panama, that the Port of Port Orford would send down a couple of gasoline launches and the stuff would all be loaded aboard them and brought up here, and Presto! the sea wall would be built. Another pipe dream gone a glimmering.

Mr. Adolphsen objects to being called an enemy of the Port. The Tribune fails to see the use of "shipping the devil around the stump." He is now, and has been its enemy, and this is proven by the fact that he opposed its organization and has attempted its disorganization. And if Mr. Adolphsen is following his honest convictions, it is nothing to be ashamed of. The Tribune concedes to everyone the right of free thought and it is far from us to condemn any one because their opinions are different from ours. The word enemy was not used in a personal way. We have the same regard for Mr. Adolphsen's friendship that we had in the past, and the best of friends are found on both sides of this question. The people of Langlois have the same right to their opinion as the people of Port Orford. But the Tribune also has the right, in fact it is a duty, to try to set people right when it thinks they are wrong.

Mr. Adolphsen devotes considerable space to the fact that the first 100 feet of the sea wall would be in shallow water, and thus he concludes that it would have to be

longer than 300 feet. Now he can say that such is the case and the Tribune can say that it isn't, but that doesn't settle anything. But if Mr. Adolphsen wants to get down to facts and figures and show the people who is trying to prevent the case in fairness, we will make the following proposition: If he will come to Port Orford any suitable day when we are here, we will furnish the boat, measure and witness, and if there isn't enough water 30 feet from the bluff where the Symonds sea-wall begins, to float the steamer Fitch then we will tender Mr. Adolphsen a public apology and admit that we have the worst end of it to this argument. What more can we do?

In conclusion, we most heartily concur with Mr. Adolphsen's suggestion that we leave it to the people to settle. Any personal means of settlement might suggest shot guns or shinnay sticks, and that is entirely too violent for our constitution. By all means the people can judge for themselves.

CURRENT TOPICS.

By J. H. Upton.

Editor Tribune:
The expected has happened. Woodrow Wilson goes into office backed by a very landslide. The only question from the beginning has been the probable size of his majority. And he doesn't owe his victory to the fact of the Republican schism. He would have beaten either Taft or Roosevelt running singly, for no man has ever yet gone out of the Presidential chair so thoroughly discredited as has Mr. Taft, not even excepting Grover Cleveland, James Buchanan or E. B. Hayes, the latter going in discredited, and as for Mr. Roosevelt, a victim of a sort of hysterical egomania, he will never again be able to attract a majority of the American people to his support and must have been beaten by a man like Wilson, or even a Champ Clark, even though he had the field all to himself.

Flores Creek precinct had surprises in store for most of us especially in the vote on President. For instance, Debs received 24 votes, Roosevelt 26, Taft 75 and Wilson 63. For U. S. Senator, Bourne 30 votes, A. B. Clark, 2, Harry Lane 57, B. F. Rump, Socialist, 19, and Ben Selling 19.

Mr. Roosevelt has used a Republican in Michigan for saying that he was a second edition of Dr. Cook. Gov. Johnson, who occupied a position on the wrong end of the Bull Moose ticket is to be pitied for his Waterloo in California. Until he had been seduced away from his allegiance to La Follette, he was the coming man of the coast, combining in his person all the essential elements of greatness.

Langlois, Or.

Ready for Parcels Post.

Steel tapes, six feet long, scales for weighing up to 11 pounds, distinctive parcel post stamps, parcel post maps showing the different charge zones and parcels post guide are being sent to all postoffices in the country in preparation for the starting of the parcels post service January 1. The tapes for measuring dimensions of parcels, the scales for weighing them, the limit being 11 pounds, the parcel post stamps take the place of the regular fourth class mail stamps which are being done away with, and the maps and guides are to be distributed among employees in all offices, on the trains and among the rural carriers for their guidance.

None of these supplies have been received at the local postoffice, but they are on the way, according to a dispatch from Washington. The first of the general notices regarding preparation for the service are here, and more are expected from now on. —Times.

Noted Hymn Writer Dying.

Bridgeport, Conn., Miss Fanny Crosby, the blind hymn writer whose songs have soothed and inspired men and women all over the world, is not likely to pen another. She is seriously ill of pneumonia at the home of a friend here. She was 93 years old last March, but has been active until a few weeks ago when she contracted a serious cold. With in the last forty years she has written more than 9,000 hymns.

Devoted to the Interest of Socialism

The articles appearing under this caption are edited by the Socialist party of Curry county, to whom the space has been sold, with the understanding that personalities be avoided and that the editor of this paper waives all responsibility therein.

Regular meetings of Local Battle Reek Local, first Saturday in each month at 1 o'clock P. M.

How Socialism Actually Works

DIFFUSION AND CONCENTRATION

One of the great objections urged to socialization is that it would concentrate power into the hands of a few, and so become a threat against democracy. If you will notice the schools, the roads, the streets (which are the largest factors in socialized life at present) you will see they are managed from small units—the school district, the road district, the city and village. They represent diffused rather than concentrated power. While the so-called public lands are under direction of the federal government, still there is a great deal of land socialized that is managed by small local units—such as parks, cemeteries, streets, court yards, school yards etc. It shows that it is possible for the city, the county and the township to socialize land so as to relieve unemployment and landlessness in its locality without waiting for federal action. The post office represents concentration yet even there is local self government. Civil service rules are already beginning to break the power of the president, exercised through appointment, and when this is extended, as Socialists propose it shall be extended to include election of postmasters and all officials with the universal right of recall, it will be seen that so called threat of centralization under Socialism falls to pieces.

SOCIALIZATION FOR SERVICE

Socialization is for service, it is for profits. The schools, the roads, the streets, the postoffices are for the convenience of all not for the making of money for a few. There is no profit connected with socialized things anywhere. Under the present system there may be graft in private contracts for building school houses or paving streets, but this graft is due to the individual plan rather than the socialized plan. The features that are socialized and not fully for service are the army and navy. They have served to defend the country in need but no longer recognized that there is no danger of foreign invasion and that now their mission is to serve the masters rather than the people. This, however, is possible only because the masters rule politically. Under political and industrial democracy an army might be useful in building roads, draining swamps and doing other public service, and a navy in carrying the commerce of the people at cost. The public lands are not useful to the people merely because they are not used. There is sufficient even yet to set every idle man in the land at work, if put to use.

SOCIALIZATION MEANS OPPORTUNITY

Anything that is socialized any one can use without paying. It is so with the schools, the streets, the parks. Your possession is sure and the right of every individual is unquestioned. You may use the streets as you please and no one may force you from them. There is absolute freedom under socialization. You do not have to buy a place to walk or hire a teacher in order to educate your children or lay by a park in order to go there and enjoy it. Co-operation has done for all what only a few can do if they work as individuals.

SOCIALIZATION MEANS ADVANCEMENT

There is a great decrease in illiteracy since the public schools superceded the private schools of other days. There is a tremendous increase in the output of books and papers since the postoffice department was socialized and mail is carried at cost. Except for the public road we would still be a succession of small isolated communities with tolls charged at intervals for not only use but also for profits to the private owners. It is the public streets and sidewalks alone which enable you to go where you please in the cities and towns without charge or hindrance, instead of subject to fines for trespassing on pri-

vate grounds if you offend by saying something the owner of the street does not like. We have today instances where free speech is denied in towns that are owned by corporations. It may be set down as an axiom that what is owned by the individual is for him alone and what is owned by the whole people is for all.

SOCIALIZATION IS PERMANENT

Social wealth is not dissipated. Sometimes private holdings are sold and dissipated but it is not so with public wealth. You do not buy or sell or divide or lose your right in the court house or the park. It is the surest property in the world, because everybody else is helping you to retain your interest in it. If you move to another city you at once have an interest in the roads, schools and post office there. You do not have to lay by in order that your children may be sure of such interest. The commonwealth frees you from worry that they will be disappointed; it is not so with private wealth.

SOCIALIZATION HAS LIMITATIONS

There is just as truly limitation in socialization as there is in the tract of land you may buy individually. By this I mean collective ownership of the roads does not mean collective ownership of tooth-brushes, and collective ownership of court houses does not give the public the right to say what church you shall join. There is the same limitation to the Socialist proposition for the socialization of the machinery of production and distribution. It does not mean community of women and could not do so except on the assumption that women are the property of men. It does not mean an ending of private property any more than the collective ownership of the post-office means that you may not buy a stamp as your personal belonging. It does not mean that you cannot be a Catholic, a Methodist, an Atheist or a Mohammedan, any more than the collective ownership of the roads deprives you of your right to individual views. Because we have tried collective ownership of roads, streets, schools and other things, it does not follow that the particular thing we now wish socialized—that is, the big interests—has ever been "tried," the operation of the principle in one line gives a good criterion of how it will work in another.

FURTHER SOCIALIZATION

We want to socialize the means of production and distribution for the reason that under private ownership the owners have the power and do levy a toll from all the people. This can be stopped under socialization, because profit never goes with socialization. With the big machinery there is, we are already working socially, many working together in manufacture and transportation; the fact that an industry has become a social work is evidence that it should be socially owned and controlled. It was not so apparent before. The need of socializing all land is therefore, not indicated by conditions.

One thing that should be learned from the review of socialized things in America is that socialization may occur in either large or small units. Many believe, because it will be necessary to control transportation by the whole people, all things will have to wait until complete control of the nation is secured. Facts do not bear this out. The roads, cemeteries, streets, parks and schools are all controlled from small units. If a city may build streets, or a town ship roads, or a school district run a school, any of these divisions may socialize a portion of land and begin the employment of the idle and the ending of landlordism from this unit. This is one of the most important things for Socialists to learn. Heretofore we have been working for the socializing of things locally that are not productive, or that do not reach all, like water works, lights, parks, etc. We may on the small unit begin socializing things that will effect the whole people, maintain themselves and

give the local idle something to do, such as portions of the land. This is not an argument against carrying the nation for Socialism, which will be necessary in order to socialize the big industries, but as an encouraging suggestion that through socializing things in a small way as we gain small victories, unemployment may be so relieved that the workers will not be absolutely at the mercy of the capitalists.

J. Q.

Railroad News.

Further confirmation of the rumor that the Southern Pacific is going to rush the construction of the coast line between Coos Bay and Eureka connecting up the Eugene-Coos Bay line with the Eureka-San Francisco line, now being completed, came today. It was a letter from Chief Engineer Hood of the Southern Pacific to C. H. Marsh, right of way agent for the Southern Pacific, instructing him to accompany Addison Bennett on a trip down over the survey.

Mr. Bennett is writing up special articles on the Coos Bay-Eugene line and also on the towns of Coos county for the Oregonian and had expressed a desire to go clear over the projected route. The Southern Pacific officials heard of this and consequently he and Mr. Marsh will leave next week for Eureka over the old coast line survey, which is being retraced by Engineer Wolfram and his party which is now in Curry county.

Mr. Bennett has just returned from a trip to Bandon, Coquille and Myrtle Point and praises these towns and that part of Coos county highly.—Times.

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Notice for Publication. 06563
DEPARTMENT OF THE INTERIOR,
U. S. Land Office, at Roseburg, Oregon,
Oct. 25th, 1912.
Notice is hereby given that

HENRY J. BAKER
of Port Orford, Oregon, who, on August 31, 1910, made Homestead entry, Serial No. 56563, for NE 1/4 of Section 25, Township 32 S., Range 15 W., Willamette Meridian, has filed notice of intention to make Commutation proof, to establish claim to the land above described, before Hardy T. Stewart, U. S. Commissioner, at his office, at Port Orford, Oregon, on the 11th day of December, 1912.

Claimant names as witnesses:
J. B. Hall of Port Orford, Oregon.
J. E. Hutcheson of " "
W. H. Bennett of " "
James W. Curry of " "

BENJAMIN F. JONES
Register.

To Whom It May Concern.

I, the undersigned, hereby give notice that I have a conveyance from the Patentee to tidelands and water lots in the Harbor of Port Orford, Oregon, on a portion of which a part of the wharf is erected without my consent. All parties are hereby warned not to drive piles or trespass in any manner whatsoever on said tidelands or water lots.

Mrs. Anna C. Dant.

Portland, Oregon.

W. H. MEREDITH
ATTORNEY AND COUNSELLOR
AT LAW
PORT ORFORD, OREGON

L. A. ROBERTS,
ATTORNEY AT LAW,
Myrtle Point, Oregon.

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