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REPUBLICAN WISDOM AS TO MEXICO is not of the hindsight variety, declares the St. Louis Globe-Democrat.

On April 20, 1914, President Wilson sent congress his message on the Tampico incident, asking approval of any steps he might take against the individual Victoriana Huerta for his refusal to salute the flag without an understanding in advance that the salute would be returned.

Republican leaders of the senate foresaw the futility of the Vera Cruz expedition, with its limitations. The night of April 22 the senate debated the Lodge substitute resolution till three hours past midnight.

SAYS THE COURIER in a sentimental and bombastic editorial, "Under his guidance a Democratic congress has written upon the statute books a tariff law which has brought prosperity to every class of the American people."

Joseph E. Hedges is a man of at least average powers of observation. We must admit that he probably knows more of business conditions of the country after a trip through the east than the editor of the Courier whose field of observation is confined to the four walls of an office on a side street in Oregon City.

Moreover, Mr. Hedges is a Democrat, and we have a good deal more respect for the sincere democracy of Mr. Hedges than the ranting variety peddled by the Courier. Mr. Hedges is now in the east, and in his trip across the continent he carefully studied industrial conditions.

These are the admissions of Joseph E. Hedges, undoubtedly one of the most prominent Democrats in western Oregon. He says that the prosperity in the east "is very greatly due to the world war," and that in some lines of trade, probably the ones not benefited by the war, conditions are not good generally.

The Democrats have no more right to adopt the present alleged prosperity and use it as campaign material than the Republicans have to claim the honor of bringing us all these gentle showers this summer.

AMERICANISM IN NAME ONLY.

The attempt of the Democratic campaign managers to put the emphasis of Wilson's canvass for re-election upon "Americanism" is looked upon as a very bold effort to cover up the party record in Congress with high-sounding words.

Observers of legislation and administration in Washington cannot separate the issue of "Americanism" in its 1916 model from the issue of preparedness as exemplified by a Democratic Congress.

An illuminating instance of the attitude of Democracy's leaders to the preparedness issue is manifest in the action a few days ago of Chairman

600. In doing this he ignored Secretary Baker's recommendation. Despite the vigorous protest of one Democratic member of the military affairs committee, and with but seven members of the committee present, constituting less than a quorum, called his committee together and declined to substitute the \$2,000,000 figure for training camp expenses recommended by Secretary of War. Instead, he ruled that \$200,000 was enough, declared the matter closed, and attempted to block amendments from the floor of the House by including in the committee report a recommendation that the military appropriation bill stand without further amendment.

Here we have a most excellent illustration of the Democratic stand on the American issue. Americanism without an adequate army and navy is an empty shell. Brave words will never supply the need for battle cruisers and fifteen-inch guns.

With Democrats continued in control at Washington, the country would have an Americanism of the following specifications:

1. We should have lofty appeals to our patriotism and bitter denunciations of all that approximates disloyalty, phrased in the exquisite rhetoric of Woodrow Wilson.

2. We should have high-sounding statements of American rights and sonorous demands to foreign nations to respect these rights.

3. Back of these courageous words we should have an inadequate army, an ineffective navy, and a vacillating mariner at the helm of the ship of state.

The American people want the "undiluted Americanism" of Hughes. They further want, as one of the sanctions of this Hughes' Americanism, a background of adequate defense. The Democratic party is unwilling and incapable of supplying this background. The Republican party stands ready to meet the need. The people will choose next November, and we shall have an Americanism that is more than bold phrases inspired only by the exigencies of politics.

Having picked his campaign manager and crammed him down the throats of the committee despite outspoken and organized opposition, Mr. Wilson will now proceed to take personal charge of his canvass for re-election. Chairman McCormick, as an old football man, knows all about the powers and functions of the "captain of the team," as Mr. Wilson referred to himself in his Indianapolis speech.

When Captain Wilson shouts "Four-eleven-fifteen," or whatever the callist numbers may be, it will be the business of Center Rush McCormick to buck the line.

THE MCCORMICK BAIT. The Democrats are fishing for the Progressive vote, and they have baited their hook with Vance McCormick, who, as the campaign manager, is expected to lure the Bull Moose jughead.

McCormick has posed as a near-progressive, so, these many years—and this is the second time that he has been threaded upon the Democratic fishing tackle. In 1914 he was nominated for Governor of Pennsylvania by the Democrats, whereupon the candidate of the Washington party, as the Keystone Progressives called themselves, promptly withdrew in McCormick's favor.

On election day no less than 140,329 votes were cast for McCormick on the Washington ticket. He also received 312,553 as the regular Democratic candidate. Yet this magnificent total of 452,882 votes was not sufficient to elect him, for Governor Brumbaugh, the Republican candidate, received support to the number of 534,898 and led the combined McCormick vote by more than 82,000.

Now, then, can McCormick do for Wilson what he could not do for himself? The Progressives detest Wilson as they never detested McCormick; and in 1914, when not only the state government was at stake in Pennsylvania but when a United States senatorship and the entire future of the Progressive party in the state was dependent upon the showing which would be made at the polls, Col. Roosevelt threw the hole force of his energy and personality into the Pennsylvania canvass in an attempt to secure votes for McCormick and Pinchot. What McCormick and Roosevelt together could not accomplish in 1914 can hardly be looked for in 1916 from McCormick alone. The fact is that the McCormick bait was never very good; and now it is stale into the bargain.

JITNEYS AND THE RAILROADS. Southern Pacific officials are of the opinion that if the vehicle competition continues to increase the railroad carrying business will be confined principally to the through traffic. With the electric roads it is different, and there are numerous transportation men who declare that it will be impossible in the future to finance any other electric road in the state.—Santa Cruz Sentinel.

Did you ever see a jitney owner or company construct a mile of road to reach a community that needed transportation, let alone keeping a road in

repair or maintain service to a thinly settled portion of a city to help build up a new addition asks the Pacific Coast Manufacturer. No, they wait until the road is built at public expense and then use it for commercial purposes at no cost to themselves and to the detriment of the road.

These vehicles for private gain private gain should no more be allowed to tear up a public road without compensating the county than a railroad would be allowed to use a road grade for its right of way. Both of them are common carriers in the same line of business and should be under the same regulation. Industrial development and interurban traffic are being held up as they are assured no protection from unregulated competition after millions are spent.

CHAUTAQUA TO OPEN ON FRIDAY

(Continued from Page 1.)

cert. chautauqua chorus. July 10—Royal Hungarian orchestra; Mrs. Harriet Gunn-Roberson, lecturer; Samuel Lancaster, illustrated lecture on Columbia highway.

July 11—Frederick Vining Fisher, lecturer; Elizabeth deBarrie Gill, harpist.

July 12—Kokuku Hawaiians; Miss Nola Crites, lecturer; "An Evening in Hawaii," Frederick J. Halton, lecture.

July 13—Comus Players; Walter A. King, lecturer.

July 14—International Opera Co.; Judge R. M. Wanamaker, lecturer.

July 15—Sklbinsky-Welch Co.; Charles Zuehlke, lecturer; Lou Beau-champ, lecturer.

July 16—New York City Marine band; Dr. Robert Sutcliffe, lecturer; sermon; Chautauqua chorus.

July 17—Francis Labadie, impersonations; The Riner Sisters, entertainers; Antarctic Expedition movies, Dr. W. A. Hunsberger, lecturer.

July 18—Sequela Male Quartette; Wood Briggs, lecturer; Sylvester A. Long, lecturer.

July 19—Robert Parker Miles, lecturer; the Kaffir Boy's choir; annual display chautauqua fireworks.

Among the well known speakers to appear at the various "forum" hours are noted Rufus Holman, Samuel Lancaster, S. Benson, John B. Yeon, Henry McGinn, Eleanor Sanford-Large and others.

Then Came the Storm. "Why is it that the attendants in telephone offices are all women?" Mrs. Brown made this inquiry of her husband.

"Well," answered Mr. Brown, "the managers of the telephone office are aware that no class of attendants work so faithfully as those who are in love with their labor, and they knew that women would be found of the work in telephone offices."

"What is the work in a telephone office?" Mrs. Brown further inquired. "Talking," answered Mr. Brown. And that conversation came to an end and a different kind of conversation began.—Chicago Herald.

Kindred Minds. At one time when Napoleon was carrying out an operation which could only be accomplished with absolute secrecy he rode one day to the head of a line, where he heard a soldier say: "Faith, if I were general in chief I know what I should do."

"Well," called Napoleon, "what would you do?" The soldier unfolded his plan. It was the very one which Napoleon himself had evolved.

"Bascal" cried the general. "Will you hold your tongue?" After the battle which had proved the wisdom of the project he sought about for the soldier whose mind had mirrored his. The man was dead.

KENT WILSON HEARD FROM. Word was received by Mr. and Mrs. W. J. Wilson, of this city, Monday, from their son, Kent, who left this city a few days ago for the front with the hospital corps, and is stationed with the First Battalion, Third Oregon regiment at San Diego. He says in his letter that the boys were given a royal reception along the way from Oregon to their destination in California. At stations along the line they were bestowed with lunches, flowers and ice cream cones. Mr. Wilson left this city several days following the departure of Company G. All of the boys were enjoying the best of health at the time the letter was written to Mr. and Mrs. Wilson.

BURR E. TATRO RESIGNS. Burr E. Tatro, head of the commercial department of the Oregon City high school and reelected by the school board for another year, has presented his resignation to District Clerk Brodie to go to McMinnville where he has accepted a position at a higher salary.

A Hacking Cough Weakens the System. Don't suffer with a hacking cough that has weakened your system—get a bottle of Dr. King's New Discovery. In use over 40 years, and benefiting all who use it, the soothing pine balsam with tar heal the irritated passages—soothe the raw spots, loosen the mucous and prevents racking the body with coughing. Dr. King's New Discovery induces natural sleep and aids nature to cure you. (Adv.)

Poland China Swine BIG TYPE—BIG LITTERS BIG BONES—BIG PIGS All Sizes. Best Imported Stock. Cheapest Pork Producers. GEO. W. BUCK R. F. D. 1 Oregon City, Ore.

OUR OREGON HEROES

(By Mrs. T. E. McNika.) March on, our brave heroes, Through the sands of Mexico. We know the path is weary, And our boys are sure to go. We'll make those greasers tremble With our troops so brave and grand. So march on our brave soldiers To that far, a distant land. With brave hands and hearts all aglow We'll certainly make those Mexicans go. And God will always guide you Through that dreary desert land And every mother will pray For the boys of Uncle Sam.

100 GATHER TO SEE SILO BUILT AND TO HEAR FARMING TALKS

CHARLES RIDER FARM AT CENTRAL POINT MECCA FOR CLACKAMAS FARMERS.

A silo was practically completed in a day at a silo demonstration on the Charles Rider farm in the Central Point district Friday. The concrete foundation was laid before the work began Friday morning but by nightfall the structure was complete with the exception of placing several of the steel hoops and the putting on of the roof.

A hundred farmers from all parts of Clackamas county gathered to see the erection of the silo and to hear talks by members of the Oregon Agricultural college faculty. The demonstration was held under the auspices of the Clackamas County Cow Testing association.

The object of the demonstration was to show Clackamas county farmers that it is possible for them to build their own silos cheaply. J. E. Larsen, of the state school, talked on "Corn Raising and Pasture Grasses," and W. A. Barr, also of the state school, had for his subject, "The Building of a Silo and the Value of Silage as a Feed." Judge Campbell, a member of the testing association, spoke.

Mrs. A. I. Hughes, secretary of the association, described the advantages of the work of the cow testing organization. Before A. I. & J. Hughes joined the association the average gross revenue from each cow was \$43, she said, but after systematic tests and a more careful study of feed the average gross receipts was increased to \$152 for each cow.

The farmers showed much interest in the construction of the silo. The foundation of the structure is 10 feet in diameter and it stands 30 feet high. It was built of Clackamas county materials.

REAL ESTATE TRANSFERS.

The following real estate transfers were filed in the office of County Recorder Dedman Thursday: E. M. and Anna Howell to Frank and Katrina Martinak, land in Clackamas county; \$10.

Northwestern Trust company to Albert Walldt, all of block "A," lots 1, 2, 3, block "B," and lots 1, 2, 3, block "D," View Acres; \$10.

REPORT OF CONDITION OF THE FIRST NATIONAL BANK OF OREGON CITY

Table with columns for RESOURCES and LIABILITIES. Resources include Loans and discounts, Overdrafts, U. S. bonds deposited to secure circulation, etc. Total resources: \$334,321.93.

Total Capital stock paid in: \$50,000.00. Surplus fund: 25,000.00. Undivided profit: \$206.84.

State of Oregon, County of Clackamas, ss: I, F. J. Meyer, Cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. F. J. MEYER, Cashier.

Correct—Attest: D. C. LATOURETTE, C. D. LATOURETTE, M. D. LATOURETTE, Directors. Subscribed and sworn to before me this 5th day of July, 1916. E. C. LATOURETTE, Notary Public. My commission expires July 17, 1919.

William J. and Mary A. Carrel to C. E. Wright, 3 acres of section 18, township 2 south, range 1 east; \$600.

W. L. Knouff and Harriet E. Knouff to Irma Ruth Austin, 30 acres of sections 6 and 31, township 4 and 5 south, range 2 east; \$7500.

The following real estate transfers were filed in the office of County Recorder Dedman Saturday: Augusta E. Uhlog et al to Paul F. Uhlog, lot 4 of section 29, township 1 south, range 3 east; \$10.

C. W. Hadden and Clara S. Hadden to Lottie S. Hottman, et al, 2 acres of section 14, township 2 south, range 6 east; \$10.

Gilbert Terry and May B. Terry to William C. Buckner, lot 17, block 1 of C. T. Toose addition to Oregon City; \$1.

Gens Holstein to Benjamin Howes, 35 acres of section 17, township 4 south, range 2 east; \$1.

Henry and Anna Henges to Fred T. Gilbert, 12.5 acres of section 4, township 3 south, range 1 west; \$500.

A. D. Schmidt and Caroline L. Schmidt to Matthew Ford, land in section 32, township 3 south, range 4 east; \$10.

Lenora B. Devine and S. J. Devine to Casadero Real Estate company, 1.387 acres of section 23, township south, range 3 east; \$307.

Charles B. Moore and Sarah B. Moore to Peter A. Lupzig, lots 66 and 67 of Sellwood Gardens; \$10.

Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employes, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employes for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods: 1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or 2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employes are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence. The rates the railroads may charge the public for transportation are now largely fixed by this Government board. Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employes as wages; and the money to pay increased wages can come from no other source than the rates paid by the public. The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employes, the owners of the railroads, and the public.

A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employes, now highly paid and constituting only one-fifth of all the employes, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

National Conference Committee of the Railways. ELISHA LEE, Chairman. P. R. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad. L. W. BALDWIN, Gen'l Manager, Central of Georgia Railway. C. L. BARD, Gen'l Manager, New York, New Haven & Hartford Railroad. S. H. COFFMAN, Vice-President, Southern Railway. E. E. CUTLER, Gen'l Manager, Wabash Railway. F. E. CROWLEY, Asst. Vice-President, New York Central Railway. G. H. EMERSON, Gen'l Manager, Great Northern Railway. C. H. EWING, Gen'l Manager, Philadelphia & Reading Railway. R. W. GRICE, Gen'l Supt. Transp., Chesapeake & Ohio Railway. A. S. GREGG, Asst. to Secretary, St. Louis & San Francisco Railway. C. W. KOUNS, Gen'l Manager, Atchafalaya, Tupper & Santa Fe Railway. H. W. McMASTER, Gen'l Manager, Wheeling & Lake Erie Railway. N. D. MAHER, Vice-President, Norfolk & Western Railway. JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad. A. M. SCHUYER, Resident Vice-Pre., Pennsylvania Lines West. W. L. SHEDDEN, Vice-Pre., Seaboard Air Line Railway. A. J. STONE, Vice-President, Erie Railroad. G. S. WAID, Vice-Pre. & Gen'l Mgr., Great Central Lines.

AMERICAN BANKERS ASSOCIATION TRAVELERS' CHEQUES Current in All Parts of the Globe THE BANK OF OREGON CITY