# Morning Oregonian

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## LAND HUNGER AND THIRSTY LAND.

It is quite likely that in discussing the drift from the farm to the city we have missed some of the psychology of the movement. The superior attractions of the city have been recounted until the story has become monotonous. We talk incessantly of the bright lights, the social advantages, the amusements, the shorter hours of labor and the like that prevail in the city but give no thought to the fact that the relative attractions of town and country are not much different today than they were a half century ago. Hours of labor in city and town have been disproportionate as long as the elder generation can remember. The city worker always got more pay than his brother on the farm. When the lights of the city were less dim and the amusements less elaborate, so also the farm did not have available the advantages that it may have with moderate effort today. It knew not the phonograph, the telephone, the electric light, the piped water, the automobile or the good highway. Relatively the situation has not changed in many particulars.

But it has changed in one. In another day when the youth finished school and went out to the farm to earn his first dollar, there was often developed within him a love of the soil, a desire to own a farm of his own. And there was a chance to turn his ambition into reality. Land was cheap. A few years' savings would establish him for life. Or, the western states beckoned him onward to great areas of free government land. Today farm land is dear and the government domain has been virtually appropriated. Farm labor has become more of a casual employment, a filling-in until one can get into something that will lead to something better. In the city there are a thousand occupations which offer advancement to the ambitious youth. On the farm there is no promotion for the penniless beginner. One must have his stake, or a definite prospect of one, when he takes up farming as an occupation.

But the land hunger of the people is not dead. Recently we saw it illustrated in Oregon when a portion of the railroad land grant was thrown open to entry. Service men, who were given an ostensible preference right to file, journeyed across the country, upon a mere hint of homemaking possibilities on the land. They came in numbers, with out money and without the information that most of the desirable tracts had been settled on more than seven years ago and that these settlers had a prior right to the claims.

A still greater tragedy has been enacted in central Washington. There lies there in one body a tract of land almost equal in area to that of the state of Connecticut and containing more land susceptible of cultivation, but for lack of water, than is now farmed in either New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, Delaware, Wyoming, New Mexico, Utah or Nevada. More than 1,700,000 acres there are, free of scab, easy to clear of sagebrush, as fertile as any land in the Mississippi valley, and served with numerous lines of railroad. A dozen years or more ago, a few adventurous souls, possessed of land hunger, established homes thereon and planted wheat. That first year several inches of rain fell in June and they harvested a crop of 35 bushels to the acre. Their success attracted thousands of others. The next year a little smaller amount of rain fell in June, but all the new settlers made money. Now for more than a decade throughout most of the area drouth has prevailed during the growing season. There are some favored spots where showers occasionally fall, or where because of higher altitude the winter moisture is heavier and remains longer in the soil, but in general, as a dry farming country this great area has been a tragic failure. Today it is an area of abandoned farms and virtually abandoned villages. The wreckage of plans and hopes is visible in windowless dwellings, overturned buildings, dying orchards, mustard-grown fields, fallen fences and all the other outward evidences of a blighted community. Man went there because he was land hungry. The land failed to respond because it was water hungry.

Now there is an ambitious plan on foot to remake, to rebuild, the Columbia basin. Far off to the northeast the Pend Oreille river flows brimming with life-giving fluid to join the Columbia and wend its way to the sea. It is feasible to turn the waters of the Pend Oreille upon the thirsty lands of the Columbia basin. The entire 1,700,000 acres can be watered. Soil experts say that once water is delivered to the land it can be made to produce as no other land, whether irrigated or dependent upon seasonal rains, ever produced before.

There is only the immensity of the undertaking that stands in the way of prompt reclamation of this area. The largest single reclamation project heretofore undertaken by the government is only one-fifth as large. There are here to be reclaimed lands about equal to the entire area now under crop in all the thirty irrigation projects under government operation. Its cost, based on present-day cost of labor and materials, would be almost equal to that of the Panama canal.

The Columbia basin project is but one of several that invite interest in Washington and Oregon. In this state there have been in a smaller way the same disappointments in attempts at dry farming. But here conditions, a little more favorable, have enabled settlers as a rule to hang on from year to year. But they are only hanging on. Their one hope of final rescue lies in irrigation. Water there is in abundance, but it must be diverted to the lands and the necessary works are costly. Thought and study must now be turned to plans for financing these projects. It is proposed, in a general way, not to ask the government for direct appropriations, but to invite the government only to lend its credit that bonds issued against the districts to be formed may be made salable.

Withal, it is largely a matter of educating the great public, in regions where irrigation is not essential, to the necessity not alone of increasing production, but to the need of restoring interest in agriculture in the country of that same great public by making lands in small and profitable units available to the land hungry. In Iowa, Illinois, Missouri—in all the Mississippi valley states—assurance that lands were waiting settlers off toward the setting sun would do much to turn the tide from city back again to country.

## HIS RECORD SPEAKS.

"The Journal holds no brief for Governor Cox," burbles that eminent apostle of a sham independence. "Its support of him depends on how well he fits the platform. But it insists that he have a fair hearing and that the action of the convention be not distorted. Governor Cox, as a matter of fact, is a drier man than Senator Harding."

Emulating the famous example of a certain Portland justice of the peace, the Journal will take the case under advisement and in a few days will decide for the democratic nominee. The Journal knows today what it will do. Everybody knows—everybody who has the faintest interest in the course of that paper. It is fooling nobody when it says it will wait and see. The time has long passed when the Journal can fool anybody but itself on any subject.

Senator Harding's record on prohibition is that he supported submission of the constitutional amendment, voted for the Volstead act and voted to carry the Volstead act over the presidential veto.

Credit for the great discovery that Governor Cox is dry, or partly dry, belongs in Portland. It is said and believed nowhere else. The reason is that it is not true. It is not, and doubtless will not be, denied by Cox that he favors light wines and beer. It is not denied that he was and is at war with the anti-saloon league in Ohio. His record in congress and in Ohio is a wet record. The wet leopard will not change his spots.

The democratic platform says nothing about prohibition or the Volstead act. An ideal fit of candidate to a platform which is silent on prohibition would of course be for dumbness and numbness by the candidate. Well, let the candidate say nothing. His record says it all.

## PUT MEN WHO KNOW ON THE BOARD.

To ignorance of the shipping business Sumner Myrick ascribes the mistakes of congress in legislating on ships and of the shipping board in managing them and we have abundant facts to support his opinion. The first shipping board had a lawyer for a chairman and an army engineer for manager of construction, and they wasted months at the beginning of the war in quarreling. They were succeeded by two manufacturers, who brought business ability to the job, but neither of whom was a shipping man. Then came another lawyer, to be succeeded by an admiral. There is only one practical shipping man on the board, though the law required that men should be selected for their knowledge of the business.

As the construction stage has passed, the operating stage has come and the selling stage is opening in the government's connection with shipping, the president should be guided accordingly in his selection of men for the new board. It should include men familiar with operation, with buying and selling of ships and with foreign and coastwise trade, in which the merchant fleet must engage. Men are available who are familiar with those branches of the business, who have proved executive ability and whose integrity would place them above service to special interests. Their experience should be the guide to the permanent policy of congress in shipping legislation.

The American merchant marine is in its formative stage and its future will be decided by the policy pursued during the next few years. We have ships but our greatest competitor, Great Britain, has experience and in coping with it we need to make the most use of the relatively few experienced men we have. If we undertake to buy experience with mistakes by putting green men on the job, it may prove too dearly bought, for it may condemn us to another period of maritime insignificance like that which preceded the war.

## NOT TEACHERS OF A CLASS.

The report of the commission on the emergency in education, made to its parent body, the National Education association, contains a paragraph that goes to the root of the issue of organization among teachers. It distinguishes between professional organization, which it favors, and affiliation with a body utilizing the strike as one of its chief weapons, which it views as dangerous. The important part of its declaration on this topic is the following:

> We know of no surer way to destroy confidence in the American public school system and in our profession than for our great body of teachers to organize themselves in affiliation with any church, party or group whose aims and purposes are peculiar to the members of the group. Whatever may be our judgment with regard to the legitimacy of the programme of organized labor, teachers as a unit cannot federate with labor for a realization of their aims and at the same time hope to keep the confidence of the whole people.

The statement embodies the theory that a teacher is a public and not a private servant and that the duty of a teacher, like that of every other public official, is to find other means of enforcing demands than the strike or boycott, however defensible these may be held to be in the adjustment of differences between private employers and their employes. That the strike weapon would have been forever withheld, or that sympathetic strikes with all their attendant evils would indefinitely have refrained from involving the teaching body, once it were committed to the programme of affiliation, was not regarded by any thoughtful student as at all probable. By steering the middle course, the teachers avoid the shoals on both sides of the channel.

It is important to bear in mind that the report is in no sense hostile to labor, or to the principle of collective bargaining, or to the right to organize unions. These issues are simply left to the decision of individuals, as should be done. Refusal to recognize the rights of groups as such in the most democratic of all our institutions, the public schools, is the distinguishing feature of the report.

## A SUIT WITHOUT AN ISSUE.

It is but natural to expect that litigation of any sort will at least develop an issue, about which will be waged a legal battle of facts, but the Vista house suit was unique in that it did not conform to this anticipation. Circuit Judge Tucker, as he dismissed it yesterday, made pertinent observation on the jumbled, chaotic, unsubstantiated nature of the case for the plaintiffs and capped this comment with an opinion upholding the authority of the county to erect the structure.

"The Vista house is beyond question a public building for the use of the county," declared the court.

There was apparent in the suit to obtain judgment against the commissioners and contractors a hidden hand, for the twelve taxpayers who instituted action were hazy as to the merits of the case or its origin, and made no explanation of their delinquency in not attacking the project at the time of its proposal, when the bids were advertised and when the local press was engaged in comment. To substantiate their charge of extravagance they brought to court mere statements of prejudice and disapproval and presented these without zeal or spirit. No public work was ever undertaken or completed without drawing the fire of dissenters, but an incompatibility of opinion is not evidence.

There are secret elements in the Vista house litigation that do not rise to the surface, save fleetingly. But in those glimpses they have the characteristic appearance of spite.

## DEMOCRACY'S MISPLACED ANGER.

One sin of the republican congress on which the democratic convention worked itself up into a fit of indignation is its neglect to revise the system of taxation. The San Francisco platform says that the present system was "devised under pressure of imperative necessity for war purposes" and that its continuance "is indefensible and can only result in lasting injury to the people." That is severe language for a democratic convention to use about the work of a democratic congress.

The difficulty is that the democratic administration still keeps expenses on a war scale. Hence revenue must be raised on the war scale.

The democratic congress passed tax laws in a hurry and those laws "can only result in lasting injury to the people." The republican congress refuses to legislate in a hurry lest it also do lasting injury.

Some democrats have been hungry for taxes on profiteers, but Representative Mondell aptly replied that it "would all be very lovely if one could invent some machinery whereby you could pick out the real profiteers, the men who have accumulated vast sums improperly, and tax their wealth and at the same time avoid confiscating the legitimate earnings of a very great many good people." Republicans prefer to endure the ills we have until expenses are reduced, until they have made thorough inquiry into sources and methods of taxation and until they have gained control of the government. Then they can legislate in an effort to catch the profiteer and let the honest man go free.

The republican platform tells the people the unpalatable truth that, "while the character of the taxes can and should be changed, an early reduction of the amount of revenue to be raised is not to be." That cannot be until the floating debt is paid off nor until the government departments are reconstructed as the republicans propose.

## USE BOTH ARMS.

The work before the interstate commerce commission is expansion of the transportation plant of the United States to the point where it will carry the increased traffic of the country. The proposed advance in rates is a means to that end. Its purpose is to increase the income of the railroads to the point where more capital will be invested in the expansion of their facilities and in the extension of their tracks. Their revenue has become inadequate through no fault of their own, but through a general advance in price of everything that they use and in wages of every man whom they employ. Some staple commodities that they use have risen in price two and a half times the prices of 1915, and the total of wages has more than doubled in five years. The total increase in rates during that period has been about 40 per cent, while rates in the other principal countries have been raised enormously. The percentage of these advances has been: France 140; Belgium 100; Italy 40 to 100; Great Britain 47 to 96; Greece 80; Portugal 57; Holland 70 to 140; Sweden 200; Norway 150; Spain 50; Germany 100 in May besides large prior advances; Austria 390; Hungary 300; Canada 40 and further increases of 30 to 40 per cent proposed. The result has been a decrease in net operating income of all American railroads of about 75 per cent in 1919 as compared with 1916.

As production cannot in the aggregate exceed the capacity of the transportation plant to carry what the country produces, enlargement of that plant is as much in the interest of those who use it as of those who own it. In asking for an aggregate addition to their revenue which will yield 6 per cent on the value of the property, taking the costs and volume of business for the year 1919 as a basis, the railroads take some of the risks off the shipper. The question is how this increase shall be made. Railroad executives propose that it shall be obtained by increasing freight rates alone, though almost all other countries have raised passenger rates also, some of them more than freight rates. They propose a flat percentage increase of freight rates for each of three great sections of the country, though the percentage proposed for the west is too great for the roads of the northwest and too small for those of the southwest and would so disturb industrial, market and traffic conditions that it might cause such shrinkage of traffic as to cause an actual shrinkage of net revenue.

One dominant fact is that when the present emergency arose, the capacity of the railroad plant was already far in arrears of the needs of the traffic which its owners tried to carry and that, while the emergency continued, it fell still farther behind. Practically what the railroads ask is that they be put in a position to obtain capital enough not only to make good these arrears, but to effect further expansion necessary to keep pace with the normal growth of traffic. This is a task of such magnitude that ten years of intense activity might not suffice to bring the railroad plant where the needs of each year's increase of traffic would be met by that year's enlargement of facilities.

Railroad men view the problem from the railroad standpoint alone. It should be viewed from the standpoint of the man who aims to develop all the transportation facilities of the country, present and potential, to the highest efficiency. The inland waterways are comparatively unused, though their potential carrying capacity is enormous. Their development would give as real relief to the railroads as would a considerable advance in rates. The troubles of the railroads are due as much to an excess of traffic as to a deficiency of revenue on each unit of traffic. Owing to the attempt to carry traffic beyond the capacity of their plant, especially in the east and middle west, cars move slowly, stand idle in yards for weeks and many men are employed to clear blockades who should be moving trains. The essence of transportation is motion, but freight cars move an average of only 30 to 40 miles a day. In general a mile of track earns interest on its cost only while a loaded train is passing over it, a car only while it is moving loaded. Actually the earnings of both track and car are limited by the rate at which cars can go through terminals, load and unload, without delay. If the traffic of the congested roads were reduced to that point, increased service from each car would enable them to dispense with many of the new cars that they propose to buy and net income might be materially increased by reduction in cost of operation. The roads would then be in a position gradually to enlarge their terminals and equipment to the carrying capacity of their track, free from the harrowing thought of arrears to be made up.

If half of the traffic of the congested roads were taken away and transferred to waterways, those roads might net more revenue than they can earn by trying to do it all, even after rates have been raised. It is the function of the interstate commerce commission not merely to adjust rates, but adapt them to the transportation policy which congress has marked out and to suggest plans for giving those policies effect. If congress were to enter now upon systematic development of waterways and their ports and were to give such security to capital as would induce investment in modern craft, it would relieve the railroads of congestion in half the time that would be consumed if the railroads were to undertake the task alone, and the development stimulated by assurance of adequate transportation would yield ample traffic to employ both railroads and waterways. The time is opportune, for construction of navigation dams will accompany development of water power, and navigation will be relieved of much of the cost. So long as the nation relies almost solely on rail-roads to do its carrying, it resembles a man who works with one arm while the other hangs idle. The nation should use both arms.

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Jack Johnson, pugilist, knocking at one of the back doors of the country for admission and willing to stand trial on the charges against him, will excite little sympathy, but he will serve as another warning to those who think that there is any comfort in being a fugitive in a foreign land. The terms of surrender that Johnson offers are immaterial and the officials of the government need not be in haste to accept them. Sooner or later he will come back and face the music, for whatever it is, it will be better than exile. Johnson's desire to return has been shared by more than one absconder and the number of those who have surrendered themselves, if it could be compiled, would be shown to be very large.

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One reason for high price of milk is duplication of delivery service. Big milkmen and small milkmen duplicate each other's delivery investment and seven or eight milkmen deliver milk in the same block. No wonder prices are high. They will continue to be high until the milkmen voluntarily, or in response to awakened public demand, devise some plan for a central distributing agency.

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A protest has been made to Governor Olcott against that provision of the new automobile driver's license law that prohibits persons under 16 from driving. This is one of the best provisions in the law. Too many hard-boiled kids just out of short pants are making life uncertain for pedestrians as they drive around in papa's big car when they should be at work.

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"Turks are beginning to realize the serious situation created by the advance of the Greeks," says a Constantinople dispatch. The Turks are so used to being saved by the last-moment intervention of providence that they must be fairly stunned by anything that looks like genuine retribution.

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A White Star liner is held in quarantine at New York because members of the crew refuse to be washed. Must have expected America to be really bone dry.

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Eugene V. Debs says he will conduct his campaign for president right from his prison cell. He'll find the pen mightier than the nomination.

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The rain may hurt the cherries a little bit, but very little. And it will douse all the forest fires.

## BY-PRODUCTS OF THE TIMES

### Farmers of Babylonia Found Temple Grange Very Helpful.

That the farmers of Babylonia found the temple grange helpful 1000 years before the Christian era is revealed by a tablet in the Yale university collection of Babylonian tablets. On the tablet is a carefully drawn lease of farming and grazing lands rented out by Belshazzar. Other but more mutilated bricks attest that what Belshazzar had been doing was done by other rulers for more than 1000 years before his era. The rent of the land, as set forth on the tablet, was to be yearly 5000 measures of barley and 3000 bundles of straw.

The grange officers arranged that the farmer need never be embarrassed for lack of money. He could either pay or buy in wool, oil, cattle, flour, dates, vegetables or grain. They lent him money with or without interest and loaned him seeds at planting time, or if he was prosperous seed was given to him in exchange for produce brought to the temple to be disposed of. Other records show that goats were rented to the farmers at breeding time. The temple goats, which were considered the best breed of the country, were marked with a cross and were returned to the temple at the end of the season.

The temple grange bought and resold the products of the farmers, insuring them a fair price, and cared for the surplus in the years in which the yield of the land was especially heavy. The tablets also show that iron hoes were used at this period and that a supply of the implements was stored in the temple. The grange also furnished legal advice to its members, as is shown by records of deeds and other transactions.

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Alfred Vanderbilt was one of the passengers who died through the sinking of the Lusitania by a German submarine and his life was insured against accident in the sum of $150,000.

But the supreme court of New York has decided that it was not accident, the German government having ordered the sinking. And as the insurance company had exempted itself from "extra hazards of the war" it does not have to pay.

After this it may be well for civilians taking out insurance against accident to see that in the policy acts of public enemies be not lumped in with "acts of God" as among things for which the insurers are not responsible.—Sacramento Bee.

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H. I. Phillips gives in the New York Globe the following census figures for New York:

Increase in chorus girls who are daughters of full-blooded Indian chiefs, 23,577.

Ditto who are society girls drafted from Smith college, Vassar and Bryn Mawr, 76,863.

Virgins of Stamboul, etc., who fled to show business to escape degradation in harems and lunchrooms, 56,876.

Bum actors who got names in paper by registering at hotels with lions, tigers, etc., 32,416.

Visiting sports who came to New York, bet on the horses and haven't been able to leave town, 75,888.

Ouija board experts, spiritualists, Spanish and English authors, royal high commissions, crown princes, French actresses, Kansas City copy readers, Hollywood, Cal., moving-picture celebrities, European boxers and others here now, here recently or on their way, 56,789.

Burglars, safe crackers, hold-up men, bank robbers, assassins, bomb hurlers and Liberty bond collectors who know a good field when they see it, 78,000.

Strangers from Ithaca, Philadelphia, Fall River and points west who have heard it is easy to get a drink here, 166,000.

Runaway girls after jobs in movies, 86,229.

Husbands from the provinces with "important business" here four days a week, 254,377.

Wives trying to locate said husbands and said business, ditto.

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Henry Watterson was present at the death of John Quincy Adams in the United States capitol. In his autobiography he tells of it:

"I was fond of going to the capitol and of playing amateur page in the house, of which my father had been a member and where he had many friends, though I was never officially a page. There was in particular a little old bald-headed gentleman who was good to me and would put his arm about me and stroll with me across the rotunda to the library of congress and get me books to read. I was not so young as not to know that he was an ex-president of the United States and to realize the meaning of it. He had been the oldest member of the house when my father was the youngest. He was John Quincy Adams. By chance I was on the floor of the house when he fell in his place and followed the excited and tearful throng when they bore him into the speaker's room, kneeling by the side of the sofa with an improvised fan and crying as if my heart would break".

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Chauncey M. Depew in the republican convention of 1888 was the platform star, just as he was 32 years later in Chicago.

But when Mr. Depew in his brilliant address before the convention in Chicago, as the dean of republican leaders, presented reminiscences of the past, he neglected to point out one notable feature and failure.

On his return to New York from the convention of 1888 he started for Europe and did not return until early in September. He then took the stump for Harrison and Morton.

Before leaving for Europe, however, he expressly declared his intention of quitting politics for good at the close of the campaign.

In his brilliant way, and the passing years have robbed him of none of his old-time vigor of expression he said:

"I rise to remark that the experience of the preliminary canvass and of the convention at Chicago has convinced me that the only business worth prosecuting in this country is that of railroading.

"Railroading and politics will not mix without damage to one or the other. I intend to accept the political disabilities of my business and hereafter give it my individual and exclusive attention."

Yet a generation after, and at an age that runs well up into the eighties, Chauncey M. Depew is still in the game, the youngest old man in his party.—Philadelphia Evening Ledger.

## Those Who Come and Go.

"Japanese use the Port Orford cedar for bathrooms and bathtubs because of the pleasant odor. The wood is not treated, but is constantly polished, and this preserves the scent," said John C. Davies of Coos Bay, where he is with the Oregon Export Lumber company, the only concern in the world which specializes in Port Orford cedar. "There is an immense market for this cedar for battery boxes," continued Mr. Davies, at the Benson. "The wood withstands all the tests better than any other that has been discovered, and we can sell all that we can run through the mill. We also sell the cedar in as large pieces as possible for others to work up, some of the manufacturers using knives instead of saws, for the wood is very soft. The true name of the Port Orford cedar is the Lawson cypress, for it is really a cypress rather than a cedar. Our supply comes from Tarheel, below Empire City, on Coos bay, where we have 125,000,000 feet of timber, about 50 per cent of which is Port Orford cedar. This cedar is probably the highest-priced lumber in America today, and the only place it grows is in Coos and Curry counties in Oregon."

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"Speaking of potatoes," said George Burt, partner of George Shima, the Japanese potato king of California, "there are between 33,000 and 35,000 acres in California this year as against 26,000 acres last year. The yield this year, however, is not heavy. In Oregon the acreage is about the same as last year, while in Washington there is about a 20 per cent increase in acreage and Canada will have an increase of about 25 per cent." Although spuds form the bread ticket for Mr. Burt, he likes fishing as a side issue and was telling in the hotel lobby yesterday of catching trout "as big as that"—business of extending arms full width—in Odell lake a few days ago. He caught them with a fly "as fast as I could take 'em out." Mr. Burt made the trip from California by auto, going in via Klamath Falls, Crescent, Bend and on to the Columbia highway. Then he drove to Seattle and declares the road between Seattle and Portland is in frightful condition, and about 76 miles of the trip are over detours.

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Place Japanese laborers in America and American laborers in Japan on the same footing; that is, permit American laborers to enter Japan and permit no Japanese laborers to land in the United States. This is the solution to the race question proposed by Professor Albert Bushnell Hart of Harvard. Professor Hart, who is at the Multnomah, is one of the governors of Moose, is the orphan home of the Loyal Order of Moose, and he addressed the local Moose lodge last night and spoke at the Rotary club luncheon yesterday noon. Professor Hart has been studying the Japanese question for years and his plan of dealing with Japanese labor he outlined in addresses to large audiences in Japan a dozen years ago. Japan, declares this noted historian and author, will not tolerate having its people considered as less desirable immigrants than the people of any other nation. Professor Hart arrived in Portland Sunday with Mrs. Hart, but proceeded immediately to Astoria, returning yesterday to keep his speaking engagements.

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Three hundred miles, from Canyon City to Portland, is the one-day trip which Mr. and Mrs. J. E. Marks made, with P. F. Chandler as ballast. The party set sail from Canyon City at 4:30 A. M., and the first 150 miles, which brought them to Antelope, was over pretty rough road. The only trouble was gasoline shortage. There was plenty of gas in the interior, so instead of keeping the tank filled at Shaniko, Grass Valley and other points, the party kept moving on only to discover that they could get no gas at Wasco and none at The Dalles. At Hood River they talked a man out of a gallon and hoped to get more at Troutdale, but the pumps were empty. So far as known this is the first time that anyone has ever driven from Canyon City to Portland in a single day.

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"The rain has done an immense amount of good in the Willamette valley," announced Henry Pape, a hotel man of Albany, who arrived in Portland yesterday. "Of course, there is some hay cut, but if there were 17 weeks of sunshine in the Willamette valley and then rain came, there would still be hay out ready to be threatened with ruin, because that seems to be the way of the Willamette valley farmer. However, the rain hasn't hurt the hay yet, but has only washed it. Fruit, vegetables and berries are all doing well under the rain and a man came into the hotel Monday night wearing a new hat, and said that if it would only rain all night he would throw away his hat, which goes to show how the precipitation was welcomed by some people."

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"This gasoline shortage is killing the resort business," declares Phil Metschan. "Seaside looks desolate. I drove from Seaside to Portland, some 120 miles, and in the entire distance met only 24 cars, an average of one car to every five miles, and some of the cars were apparently local. People are afraid to start on a long trip for fear that they will be stalled on the road without fuel. Ordinarily on a ride between Portland and Seaside a person will be constantly meeting cars, but now the road is almost deserted and looks lonesome."

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Robert G. Tucker, of the Indianapolis Star, who was covering the democratic convention, is in the city for a couple of days and is at the Multnomah with Mrs. Tucker. Where Mr. Tucker sat in the press gallery of the convention hall there was a draft and he suffered the consequences. Mr. Tucker declares that the people of San Francisco did not attempt to take advantage of the convention crowd the way the citizenry of Chicago did.

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Wearing the natty uniform of an Anzac, G. C. Lisbon registered at the Imperial yesterday afternoon from Victoria, Australia. Uniformed men are now so scarce that a soldier in foreign service attracts almost as much attention now as one did before the war.

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J. K. Weatherford, who is president of the board of regents of the Oregon Agricultural college, was in town yesterday with Mrs. Weatherford. He is a lifelong democrat, owns a few farms and still has time to look after his legal practice. Albany is his home town.

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Jouett Shouse, assistant secretary of the treasury, flitted through Portland on his way from San Francisco, where he was at the convention. Mr. Shouse registered at the Benson, dashed out over the highway, came back and caught his train for the north.

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Back from a trip to Kansas City and Washington, D. C., comes C. H. Bidwell and wife. The Bidwells are returning to Island City, Union county, where Mr. Bidwell looks after the flour end of the Kiddle mill. Mr. and Mrs. Bidwell are registered at the Imperial.

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Beer was served at the Perkins yesterday by the clerk and the bellboy. Fred C. Beer registered from Vancouver, Wash. Clerk Thompson assigned him to a room and the bellboy showed him up.

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W. H. Bair, former mayor of Canby, Or., was in Portland yesterday. Mr. Bair is interested in a bank at home and in another bank in this city.

## HOW PRESS VIEWS NOMINATIONS

### Republican and Democratic Papers Comment on Democratic Choice.

**Aberdeen (Wash.) World.**

Governor Cox was nominated because he has wet inclinations and because he is expected to work with the bosses who made his nomination possible. They were for him from the very outset of the democratic convention for those two reasons. They selected him because he comes from Ohio, a pivotal state and the home state of the republican nominee, and because they believe the populous states of the east are wet inclined. They propose to make their fight in those states, and they think the wet desire is so strong that it will send Mr. Cox to the White House.

**Booze Triumphant.**

**Oregon City Enterprise.**

The convention was controlled by an eastern coterie of politicians who refused to be reconciled to the national prohibition amendment. They went to San Francisco from New York, from Ohio and other large states of the reactionary east with a secret determination to nominate a man who would stand for a modification of the dry law to the extent that the sale of beer and light wines might be permitted. They permitted the delegates to yell themselves hoarse over a picture of Woodrow Wilson, they allowed the McAdoo sentiment to spend itself and when the convention found that McAdoo could not secure the necessary two-thirds, the Palmer delegates flocked to Cox and booze was triumphant, so far as the convention is concerned.

**Cheers Without Sincerity.**

**Beaverton Times.**

It seems to have been a compromise all the way through. Bryan was the most popular man at the convention, yet all that his favorite dry plank got was applause. The bosses were turned down on practically everything they proposed, yet they finally dictated the nomination of Cox, although he was not the man they would have picked at first. President Wilson was given an ovation at almost every mention of his name, yet none of his favorite measures were given any consideration and of the various candidates supporting the administration measures, only Mr. McAdoo and Mr. Palmer were able to rally enough support to secure nomination and neither of these could attract enough support to secure the nomination.

**Man Good; Backers Bad.**

**Astoria Budget.**

The Budget is frank to say that it thinks more of Cox than it does of the forces that figured most prominently in his nomination and that it thinks more of the platform than it does of either. We do not believe that his selection represents the popular rank and file of his party. At least it does not in the west. McAdoo was undoubtedly the choice of the majority of democrats in the western states and we have a feeling that he would have made a stronger candidate in spite of the prejudice-breeding "crown prince" propaganda which would have been used against him.

**Strongest Man Named.**

**Athena Press.**

That Cox is the strongest man who could have been chosen to head the ticket is a matter of individual opinion. At all events he was the choice of an untrameled convention after many weary hours of balloting. Inevitably there were party bosses at San Francisco, as at Chicago. But they could only boss certain delegations—not the convention. The White House "dictator" did no dictating, although he now asserts his entire approval of the nominee. The assertion that Cox is a "wet" candidate falls flat, in view of his opposition to a wet plank in the platform.

**Wets Trust Him.**

**South Bend (Wash.) Journal.**

The wets have all along known that the candidacy of Edwards of New Jersey was a joke, as he was too radical in his pro-liquor utterances. Cox was more politic, but is just as satisfactory to the liquor men. There was nothing in his power that he did not resort to as governor to block the efforts of the prohibitionists to put Ohio dry. So completely has he the confidence of the liquor men that he can now make all the assertions he wants to about being strong for law enforcement and even for prohibition and they will know that he doesn't mean it.

**Administration Not Heeded.**

**Pendleton Tribune.**

Cox was nominated at San Francisco despite the wishes of Wilson and administration wheel horses, despite the earnest efforts of federal officeholders. McAdoo drew most of his support from this faction and from the hand-picked delegates who clung to the fringe of the administration cloak; he was not the choice of the democratic electorate and his failure to breeze home a winner in the early ballots with the psychological advantages secured by his coup proved the point and gave the Cox delegates added hope.

**Another Scheme to Fool Women.**

**Malheur Enterprise, Vale.**

The nomination of Cox is a slap in the face of the women whom they have so courteously invited into the affairs of their convention, the representative women of the land, who made man see the error of his ways in all matters pertaining to John Barleycorn. The democrats fooled nearly every woman in the United States about the war, and now they have the temerity to assume that they can go on doing so, even after they have been discovered. Daughters of Eve, do your duty.

**Return of the Old Guard.**

**Lebanon Criterion.**

Governor Cox is not a strong supporter of the Wilson administration and the men who placed him in nomination are neither supporters of the administration nor of the Bryan faction of the party, but are more to be considered as representatives of the old-line democrats who for years dominated the party conventions and were only driven from its leadership by the advent of William J. Bryan, whom they now have deposed and again assumed the master's place.

**The Bourbons Supreme.**

**Albany Herald.**

There were four groups of interests in the democratic national convention. The Bourbons, composed of the Tammanys, the Taggarts, the Brennans, and the representatives of all the special interests; the Wilson office-holders behind McAdoo; the Bryan forces who were making their fight for a dry platform and a dry candidate; and the Palmer support. The Bourbons won, when the convention nominated Cox and Roosevelt.

**Fiasco in Sight.**

**Carlton Sentinel.**

Governor Cox' march to Washington will be about as successful, we expect, as was that of his near-namesake, Coxie, a number of years ago.

**Sense and Nonsense.**

**London Punch.**

Hubby—No man with any sense would allow you to carry on the way you do.

Wifey—How do you know what a man with any sense would do?

## In Other Days.

### Twenty-five Years Ago.

From The Oregonian of July 14, 1895.

In the greatest bicycle race ever seen here, M. J. "Elf" Lee won by an inch from Browne, the Spokane crack, in the open mile yesterday. The time was 2:22 1-5, a new record.

Dr. Frank Gunsaulus of Chicago was the big attraction yesterday at the Gladstone Chautauqua.

Jack Dempsey, the most popular of all the prizefighters, returned from the east yesterday to his home in Portland. He is in poor health.

The Multnomah baseball team yesterday defeated the Seattle Athletic club, 10 to 9, in an 11-inning game at Seattle.

### Fifty Years Ago.

From The Oregonian of July 14, 1870.

San Francisco.—Coinage at the branch mint here for the past year was: Double eagles, $19,235,000; other gold coin, $81,051; half dollars, $557,000; dimes, etc., $37,500.

The Dalles.—Record hot weather is being experienced here, the temperature reaching 108 in the shade on three or four days.

It is expected that the St. Charles hotel, Morrison and Front streets, which is undergoing alterations, will be opened for guests in eight or 10 days.

## CANDIDATE AS HE WAS IN 1901

### Mr. Geer Recalls Visit to Marion, O., and Impression Made by Nominee.

PORTLAND, July 13.—(To the Editor.)—In the late summer of 1901 I received an invitation from United States Senator Charles T. Dick of Ohio to take part in the fall campaign in that state. Governor Nash, whom I had met in San Francisco in May of that year at the launching of the battleship Ohio, was a candidate for re-election, but on account of the assassination of President McKinley, the opening of the campaign was postponed through the agreement of both parties.

Accompanied by my wife I arrived in Columbus in time to participate in an afternoon meeting at Waverly, in the southern part of the state, with Senator Mark Hanna, and my itinerary was arranged for a meeting at Marion three days later. I had never before heard of the town of Marion, in Ohio, but we arrived there at 6 o'clock on the evening appointed.

The usual crowd found at the average depot on the arrival of a train was there and I said to my wife that of course there would be somebody there to meet us, and upon descending the steps I saw a man who apparently was looking for somebody—as I was—and he approached me and asked me if I was the man he was sent to meet, and added that he was Warren G. Harding, representing the local committee. He took us to a hotel and said he had prepared a little banquet in honor of the Oregon visitors and would call in a half hour to escort us to the dining room, which he did.

We found that a special menu card had been prepared on which was printed the nature of the gathering and in whose honor it was—a little souvenir which is a treasured keepsake in our family "archives" today. There were a half dozen prominent citizens of Marion, with their wives at the private table prepared, and Mr. Harding and his wife were the hosts.

It was a delightful little affair and the entire informality of it, together with the good beer which prevailed, made the Oregonians feel that they were among a gathering of old-time friends in Marion county, Oregon, instead of Marion county, Ohio. Mr. Harding presided at the meeting afterward and made a 20-minute introductory speech, being a fluent and interesting speaker, even that long ago. The next morning we returned to Columbus to get further instructions from the state chairman, and were accompanied by Mr. and Mrs. Harding to that city, he having some business of a political nature.

Since the happening of this little incident I have quite naturally followed the advancement of Mr. Harding in Ohio and national public life with much interest and by occasional correspondence have kept our acquaintanceship alive. We found Mr. and Mrs. Harding typical American folks, perhaps not "proletariat," and of those we delight to call the "common people." His wife is a charming woman and has been a genuine "helpmate" in his upward struggle in public life. He is a level-headed, safe and sane man, untainted by the temperament that produces freakish agitators or suggested departure from the old-time Americanism of our fathers.

Because he will make an eminently safe president and will select his counsellors from the real big men of the nation, his nomination at Chicago was the discharge of a very responsible duty resting on that great gathering.

T. T. GEER.

## LET EACH ONE RECLAIM AN ACRE

### Suggestion Offered for Close-by Back-to-Land Movement.

PORTLAND, Or., July 13.—(To