

Morning Oregonian

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those who disregard that chance are enemies of the law-abiding to a greater extent than is measured by the immediate deprecations that they commit. Segregation of the people is not a new thing, but it is suggested by the same logic as that which called into existence the first children's court.

ROOBACKS. Pronouncing a solemn warning against campaign roobacks, exploded on the last day before election, the Portland Journal tells the following pathetic tale:

Some years ago, when William Daly was a candidate for mayor of Portland, a Portland newspaper printed on its first page the following notice: "Daly was a socialist. It was not true. Mr. Daly was always and always been a registered republican."

The statement was printed on the morning of the election, and many who still believe that this notice, printed on the morning of the election, was a fair and honest statement of fact, are at a loss to know how it came to be printed on the morning of the election.

The Journal's memory is at fault, as usual. The offending newspaper, which it is charged was so conscientious as to print a last-day campaign fable, was doubtless The Oregonian. The Journal's statement in its essential particulars is false.

The city election of 1917 was held on Monday, June 4. On Sunday, June 3, The Oregonian printed on page 4 (not page 1) a facsimile of an application by William H. Daly for a writ of habeas corpus, dated December 14, 1910.

The reproduction was from the original application blank, signed by Mr. Daly, and was authentic. There was ample opportunity for him to explain or deny in The Oregonian on the following day, but he failed to do so.

But they usually take care of themselves, so far as newspaper publications are concerned. The paper which would deliberately take advantage of a candidate for office by printing a derogatory article about him when it cannot be met for lack of time or opportunity, is not worthy of the public confidence.

TO TILLAMOOK, COOS AND CURRY. What are Tillamook, Coos, Curry, Lincoln and the other coast counties interested in? They are interested in the highway going to do about election time.

The democratic candidate for governor and the democratic press have opened fire on the highway commission. The democratic candidate is violently opposed to the road bonding plan under which state highways are constructed in Oregon without cost to the taxpayers.

These are other questions, but the entire campaign is in every phase of it, have been involved and colored by extraneous matters. The people can wish for nothing so much as freedom to settle their problems without needless distractions. It has not been a pleasant campaign. It is well over.

JUVENILE COURT BECOMES OF AGE. It will be news to many persons that the juvenile court as an institution recognized by law attained its majority only during the present week. Prior to twenty-one years ago youthful offenders were commonly grouped at the so-called courts of justice with the adult criminals and disposed of about much regard for age. That is the method was enormously wasteful, as well as inhumane, is now seen clearly enough.

One of its results was that the young misdeedman was cast into the company of the adult who welcomed the opportunity that he welcomed them to drug him down. It used to be said by the proponents of the juvenile court idea that the chances were small that a boy would come out of the ordeal unscathed, even though he escaped the punishment for the offense with which he happened to be charged. Association, even for a brief period, with the kind of men who make up the major population of our jails and penitentiaries nearly always produced bad results.

The idea of studying youth in connection with its surroundings, its temptations, its opportunities or the lack of them, was a long time gaining ground. The United States department of labor in a report called forth by the twenty-first anniversary of the opening of the Chicago court for boys and girls reminds us that prior to 1901 little thought was given to the possibility of reformation. Children were arrested, detained, tried and sentenced on the whole just as adults were. Perhaps the most striking example of awakening humane consciousness can be found throughout the contrast between that period and the present. No community laying the slightest claim to advancement now jumbles its old criminals and its juveniles indiscriminately. But states and cities still vary in the degree in which the work is carried on. In some localities it is still perfunctory, and in others it is nullified by want of provision for the care of youngsters who, while they are in the need of correction, give no thought to becoming useful citizens if they can be kept out of bad company.

There is further need of segregation according to the degree of probability that a child at reformation is worth the effort.

The department points out that since we are practically in the beginning of the movement of which the juvenile court is the symbol it is but natural to expect that there should be imperfections. Among these are lack of unity in courts of many of the states and also insufficient numbers of workers who understand the problem of the child. Co-ordination has not been fully established between the various tribunals likely to be involved. It is often necessary, as the result of disclosures made by juvenile courts, to proceed against adults in a different court. The department is right, however, in its assumption that the chief obstacle was surmounted when the right of the youth to grow up in uncontaminated surroundings was first recognized.

The reasons which dictate the separation of young and old offenders are in a large measure a recognition of the existence of a criminal type, one of the attributes of which is that it flourishes in dragging others down to its own low level. At the same time that every care is being exercised to give the youth and the first offender his chance, evidence accumulates that

thrifty but not ungracious finger toward the always pleasing sky. Even the occasional windmill tower lends an air of medieval romance to the scene. The farmer raises a good many things besides wheat and flax and mangel wurzels nowadays.

The city man who doubts it need only venture a little way into the country, over any road. There is the sharpest of possible contrasts between the present and the olden time. Yet it will not be forgotten that those other prime essentials necessarily came first. When we were grubbing stumps and splitting fence rails and erecting the rudest of shelters for man and beast we were laying the foundation for the enjoyment of art. Beauty would be apt to be more than half wasted on a man with an empty stomach and no roof over his head.

CENSURED FOR RIGHT ACTION. An illuminating example of the stupid arrogance that characterizes a bureaucrat has been given by J. Barstow Smull, president of the Oregonian Fleet corporation. When stately the steaming City of Honolulu took fire, the news was broadcast by wireless all over the world. When the West Farallon rescued the hundreds of passengers and crew from the boats, the first thought of Captain Walk was to relieve the anxiety of their relatives and friends, therefore he wired the fact to the newspapers. For this act of instinctive humanity, he has been censured by Mr. Smull on the ground that he violated "one of the ironclad rules of steamship companies that a ship captain should not talk to the press, particularly on a disaster at sea."

If that be an ironclad rule, it should be reduced to scrap iron with all possible dispatch, and the Emergency Fleet corporation, as an agency of the government, should be the first to blow it. The ships operated by that corporation are the property of the American people, who therefore have an unquestionable right to know when disaster befalls them. Many American citizens are on board those ships and passengers on members of the crew, and their relatives have the first right to know when they are in imminent danger and when they have been rescued. The latter statement is true of all ships, and any ship-owner who imposes silence on his captain weakens confidence in his management.

The unwarranted censure which Mr. Smull visits on Captain Walk is an example of the arbitrary methods of the shipping board, of which the Emergency Fleet corporation is merely an alias. The board manages the ships, though it owned them, whereas it is simply the agent of the people for their management and sale. Its powers should be severely limited by the bill now before congress.

In the contrary, that bill was drawn by its own attorneys at the board's dictation, and it would, if not amended, vest the board with more arbitrary power than has been possessed by any branch of the government, except in wartime—just such power as the board has misused on frequent occasions.

LET US ALL GET INTO THE FIGHT. In a speech to the American Manufacturers' Export association at New York, Commissioner Edward C. Plummer, of the shipping board, quoted from several British publications to show the alarm among British ship owners at the ship subsidy bill and the opposition to its enactment that is being shown by the shipping industry of the Atlantic. He said that our foreign competitors in their war against the effort to restore the American merchant marine follow the Napoleonic rule of "divide and conquer," by instigating division among the Americans on shipping legislation. He spoke of "foreign clubs which certain people in this country have been throwing at this particular tree of shipping legislation."

He quoted from a speech of Sir Frederick Lewis, president of the United Kingdom of shipping of the United Kingdom, a denial that there is any propaganda against the growth of our merchant marine and an assurance that "we have watched with sympathetic interest the difficulties with which they (the British) are beset, and we have their interest in our efforts to be 'sympathetic' but jealous and inspired by apprehension of what we may do to them. Why should they not fight? If the positions of the two nations in the shipping business were reversed and if we were threatened with loss of a supremacy that had long been maintained, would we not fight with every weapon we could lay our hands to?"

The thing for Americans to do is not to condemn the British for fighting, but to marshal all our forces and to make a good fight and a winning one for our side. The Oregonian's criticism of the subsidy bill has been directed to that end. We fully approve the general policy of the bill and our purpose in pointing out its defects is to strengthen it and to shape it into a more powerful weapon with which to fight.

The bill is gravely defective in endowing the shipping board with arbitrary, autocratic power, which may be exercised secretly and without due hearing and consideration of all interests affected by the board's decisions. That power contrasts with the openness and impartiality that characterize the interstate commerce commission.

Members of the board complain that it is unpopular, and that it is unpopular support. The reason is plain: its methods do not keep it in touch with the people. The interstate commission keeps in touch with the people by giving public hearings on every question of any importance, and it is a highly respected, influential branch of the government. Yet the board asks congress to perpetuate the very methods which have alienated the people and which are a survival of the fittest in the shipping business.

Why cannot these weatherfolk have a heart? The lawn-mower thief is an original genius. This is a hectic week in Oregon. Andy Gump, step lively.

valid objection to publicity. They make it their business to learn what is done; only the American people are kept in the dark. All the American people should be favored in the fight, not merely as contributors to the subsidy and to the earnings of ships, but as active participants in the shipping business, so far as they wish. The board has failed to win hosts of friends that it might have won, because it has acted on the assumption that the only companies and ports that can be expected, or even permitted, to engage in the shipping business of the future are those that have engaged in it in the past. Former subsidy bills were wrecked by the prospect that the beneficiaries would have been a little group of high financiers centered in New York or a few other ports. By its policy the board has fostered the impression that it would operate the subsidy system in favor of the few and against its selected ports and leave all others out in the cold or let them eat at the second table as it were. That impression has been strengthened by the board's avoidance of publicity for its action and the motives therefor. It has decided questions of vital importance to great communities after hearing from an interested group of congressmen and shipping men, and is greatly aggrieved when those whose rights and interests were ignored protest and claim consideration. They protest not only against what is done but against the manner of doing it as utterly un-American.

This is not the way to unite the American people for a fight with John Bull for the larger part of our shipping business. It is in effect a refusal to assist for the sake of large forces that are anxious to do their part. By creating the impression that the board intends to reserve the subsidy as the "good thing" of those whom it has hitherto favored, it inspires distrust and active hostility among many who would help a different policy. If the board would extend to its proceedings the publicity that it uses in propaganda for its bill, if it would accept the limits of its power that are involved in a provision for public hearings on all decisions on every matter of public interest, it would win to its active support hosts of people who are now openly or covertly hostile and would put them in the mood to buy many of the ships that it has for sale. The board would be amply compensated for loss of part of its cherished power by the great amount of knowledge that it would acquire, by the public interest in its work that would be aroused and by the popular support that it would rally.

These criticisms and suggestions are offered in sincere desire that the subsidy bill, amended in accordance with them, be passed and that the work of the board in building up a successful American merchant marine succeed. Portland has no ambition to play the part of a "chronic kicker" against the board. Its complaint is that the board has denied it the full opportunity to take the part in the fight for shipping business that the national advantage of this port equip it to take. If given an even chance with other ports, Portland will deal as lusty blows as they, but it will accept no subordinate part.

Earle Richardson has said his interest in the Clatskanie Chief and Cow Creek canyon on the alleged Pacific highway of four years ago before the highway commission took hold.

Northern Pacific employees who refused to go out in the shopmen's strike, dragged received bonuses ranging from \$500 to \$800 direct from headquarters. This is indeed "natural."

It strikes us as peculiar that Conan Doyle, in all his search for the truth about spiritualism, has not once mentioned the infallible Sherlock Holmes to find out.

Why not make a date with the wife to get dinner at the stock show and end a perfect day after both have voted?

Congratulations to Mr. John B. Coffey that he is out of all this turmoil today "by the skin of his teeth."

The allies should have known better than to set the Turkish peace conference for November 13.

The woman vote is said to be a puzzle, but don't anybody believe it. Woman votes right.

The new Madame Hohenzollern will be lucky if she is queen of her own household.

The latest mine explosion in Pennsylvania well matches the Argonaut disaster.

Bonar Law may fool those Turks, who would not try that on Lloyd George.

Ever notice that those who eat the most potatoes have the best health?

Election wrangles are soon forgotten, but this time—well, maybe.

Remember, you are advertising Oregon today. Do it right.

A day like this does not come often, thank you.

Voting is like shopping—do it in the morning.

Why cannot these weatherfolk have a heart?

The lawn-mower thief is an original genius.

This is a hectic week in Oregon.

Andy Gump, step lively.

ADVICE GIVEN IN OWN COLUMNS. The Oregonian Sponsors No Ticket; Recommendations Repeated. The Oregonian has not sponsored any printed ticket or slate for distribution among the voters.

The Oregonian disclaims participation in the preparation or distribution of the Purple ticket and all of the other 57 varieties. The only recommendations made by The Oregonian appear in these columns.

GENERAL BALLOT. Amendment permitting Lien county tax levy to pay outstanding warrants, 200 yes; 201 no.

Amendment permitting Lien and Benton counties to pay outstanding warrants, 302 yes; 303 no.

Vote 302 yes. Single tax amendment, 304 yes; 305 no.

Exposition tax amendment, 308 yes;