

Current Opinions on Live Topic

Japan Doubtless will Understand. (Oregonian.)

Color forms an invincible barrier to the intercourse of races on equal terms; and it is useless for those whose complexion carries "the shadowy livery of the burning sun" to resent the fact. It is not necessary to claim that one race is "better" than another. But there is a feeling on the part of the brother from Japan that the white people of America hold this idea, and he bristles against it, is even hot about it, and ready to fight it as an insult. But the question by no means is whether the Japonite or the Chinese is as good as the white man, or the reverse. They may think themselves better, if they will, and the whites will not complain.

The whole trouble arises from the fact that the races, divided by the color line, cannot live in peace and quiet together, on a basis of equality. If there are sufficient numbers to create industrial competition they certainly will not agree. In our country the blacks, where they are numerous, take the work in the fields and on the streets; and, even where not numerous, they are seldom found in the skilled trades and higher ranks of labor. One great reason why white working people do not flock into our Southern States lies in the fact that manual labor there is done almost wholly by the negroes, with whom whites are unwilling to work, and with whom they refuse to compete.

Like other white men, our Canadian brethren are affected by race prejudice and are as easily stirred as others by antipathy of color. In the field of labor they accept without objection the competition of white persons of every nationality; but when color emphasizes the distinctions of race, they draw the line. The Canadian or British government can do no more with this feeling and protest than ours can. The workers with whom the brown and yellow men come into competition in America want those brown and yellow men to stay at home. It is undoubted that numbers of them would be servicable in many employments here. There is great variety of useful work they could do; work, too, that our own people are unwilling to undertake, and which therefore will long remain undone. But we cannot have discontent among our people, continuous uproar, riots and race wars; so we shut the door to keep the peace.

It is useless to argue with this trait of human nature. Race prejudice is always a considerable force; but when it is accentuated and emphasized by color there is no comparison with it. It is probable that race prejudice, and especially color prejudice, was implanted for a wise purpose though at times it assumes features base and repulsive. It stands, however, the most powerful barrier against the amalgamation of races separated by distinction of color, and there is no absurdity in the supposition that it was implanted for prevention of race degeneration.

But man, whether white or black or red or brown or yellow, is man, and all are entitled to justice and peace and protection. But to gain these ends it is necessary to keep the working classes of these opposite races from active competition with each other. If brought together in numbers, there is no possible way of preventing collisions between them. It is better, therefore, and even necessary, that the Chinese and Japanese should remain in their own lands. We may admit that "God hath made of one blood all the nations of men for to dwell on the face of the earth"; but we need not forget the latter part of the text, namely, that "he hath determined the bounds of their habitation."

President Roosevelt has been striving for two years to get a treaty with Japan, for limitation of the immigration of Japanese into the United States. It is a very delicate subject to deal with, and Japan has been ruffled even by suggestion of it. But the protest from British America against the presence of Japanese in that country will probably open the way to casier diplomacy for us and put Japan in a mood to be convinced that though there should be, and shall be friendship between us, yet the two peoples would better remain apart—not strangers indeed, but maintaining commercial intercourse, yet not overflowing from one country into the other. The struggle for existence among the mass of workers is severe enough without adding to it the exasperation of race competition, inflamed all the more when color is the dividing line.

Captain Mahan's Answer. (Telegram.)

While the money lenders of the nations are seeking to have The Hague Peace Congress declare against the practice of capturing private property of belligerents at sea,

one of the world's greatest naval authorities states in a recent article that this practice makes wars end soon and lessens bloodshed. Captain A. T. Mahan, recognized in every land as an authority in naval affairs, asserts that the capturing of private property on the seas strikes at all the citizens of a warring nation. When the masses are made to suffer, he says, they demand that the government arrange a peace.

"The destruction of the Confederacy's intercourse with the outer world, like some deep-seated local disease, poisoned the springs of life, spreading remorselessly through innumerable hidden channels into every part of the political frame, till the whole was sick unto death." In these words Captain Mahan declares that it was the capturing of private property on the seas that closed the Civil War. Again he gives an example of this great power:

"The downfall of Napoleon was due to the fact that for a series of years he had been wasting his armies, the manhood of France, her human capital, in unsuccessful attempts to restore her finances and to compel Great Britain to cease from capturing private property at sea."

He gives still another example: "The United States, by the same instrumentality, and by the operation of the same causes, was in 1814 forced to abandon all the contentions for which in 1812 she had gone to war. She possessed in abundance the raw material of wealth, but there was no circulation. 'Our finances are in a deplorable state,' wrote Monroe, Secretary of State. 'The means of the country have scarcely been touched, yet we have neither money in the treasury nor credit.' Why? Because the transportation of private property by sea, whether coastwise or foreign, was successfully prohibited by the enemy."

On these three examples—many others could be cited—Captain Mahan bases his statement that "upon the maintenance of communications the life of an army depends upon the maintenance of commerce the vitality of a state."

The American Captain, schooled in an undefeated navy, declares: "Let there be dismissed at once, as preposterous, the hope that war can be carried on without some one or something being hurt; that the accounts should show credit only, and no debit."

The article quoted, which appeared in the National Review, contains a nutshell answer for those who urge the inviolability of private property in time of war. The author says: "Seizure is made contingent upon movement; otherwise the property is merely bidden to stay at home, where it will be safe. All this is in strict conformity with the execution of law under common conditions; and the practice is now regulated with a precision and system consonant to other legal adjudication, the growth of centuries of jurisprudence directed to this particular subject. Its general tendency I have indicated by certain specific instances. It is efficient to the ends of war, more or less, according to circumstances; and by distributing the burden over the whole community affected it tends to peace, as exemption from capture could not do. If the suffering of war could be made to fall only on the combatants actually in the field, the rest of the nation being protected from harm and loss by the assured ability to pursue their usual avocations undisturbed, the selfishness of men would more readily resort to violence to carry their ends."

In closing his plea, Captain Mahan declares that "the capture of an enemy's property at sea, when in process of commercial exchange, is a weapon of offensive war. The effects are unusually searching and extensive, because distributed over the whole belligerent community; yet they are also among the most humane, because they act by loss of property while entailing little bloodshed."

Racial Antipathies. (Telegram.)

Racial antipathies are difficult, if not impossible, to control. The general tendency in the consideration of racial differences, as they come to affect the working-day life of one people or section, is toward intolerance. Among people of the same race the man on the ground contends for the first claim on the opportunities and advantages at hand; and when this claim is put to the test by competition from another race the popular feeling is one of decided aversion, which now and again develops into violent resentment.

Aside from this, those races which are differentiated by color, or other marked physical distinctions, never readily mix. There may, for the time being, be greater distinctions, mentally, morally and industrially

between families of the same race; but with these there is a working social affinity, which does not exist where racial lines cross and intermingle.

Nor, as we are apprised by recent events in Canada, is this antipathy to Yankeeism. It holds good with the Anglo-Saxon and his near relations North or South, East or West. Admiration for the Japanese during their war with Russia was no less marked in the West than in the East. The objection to a disturbing incursion of Japanese labor would be as objectionable in the East as in the West.

Whatever may be held in private opinion as to the justice and expediency of all this is one thing; but there remains the fact of racial aversion that, in the case of the Japanese, is accentuated by industrial considerations—a fact which we may believe Japanese statesmanship will appreciate and deal with in practical fashion.

In British Columbia, for example, the situation is more acute than it is in this country. In proportion to the population of Western Canada the number of Japanese far exceeds that on the American side of the line. The great majority are laborers; and in certain lines of industry, notably in lumbering, the white workingman is being rapidly forced out of employment. In any honest and unprejudiced statement of the case we will have to admit that the Japanese "make good" because of his industry and thrift. But, there's the fact of racial distinction which makes his industry and thrift obnoxious. There is not that sociable intermingling which would follow in time if he were European—a German, a Scandinavian or even an Italian.

The Japanese intellect which dominates in the conduct of public affairs is strong. The eye of Japanese statesmanship sees clearly. The Japanese government judgment is sound. Hence there is not only hope, but a warrantable belief that Japan will cooperate with good grace in that international course which is rendered necessary by us; but persistent, sociological fact.

—Use Bayside Paints and Imperial Varnishes and get the best. Flexo Ready Roofing never rusts, cracks or leaks.

—Skirts, new line, at Prentiss'.

Place Your Order for the Next Number of the

Coos Bay Monthly

It will be a special "Marshfield Number" and will be far the Best Yet. If you want your distant friends to know all about this town, send them this coming issue of the magazine. A large edition will be printed and we think there will be enough to go around; but to make sure of getting extra copies you had better place your order at once, either with your newsdealer or at this office.

Coos Bay Monthly

Front Street, Marshfield, Oregon

WALK OUT TO Bay Park Today

AND SEE WHAT IS BEING DONE THERE

Streets are being cleared. Lots are being cleared and graded. People are building homes. Others are preparing to build.

It's not what's said that counts so much as what's being done. See BAY PARK yourself—that's all we ask.

I. S. Kaufman & Co.

Opposite Chamber of Commerce

Business Directory

Doctors.

DR. J. W. INGRAM,
Physician and Surgeon.
Office over Sengstacken's Drug Store.
Phones—Office 1621; residence 783.

Lawyers.

J. W. BENNETT,
Office over Flanagan & Bennett Bank.
Marshfield, - - - - Oregon

Francis H. Clarke Jacob M. Blake
Lawrence A. Liljeqvist
CLARKE, BLAKE & LILJEQVIST,
ATTORNEYS-AT-LAW
Times Building, Marshfield, Ore.
United States Commissioner's Office.

C. F. McKNIGHT,
Attorney at Law.
Upstairs, Bennett & Walker Block
Marshfield, - - - - Oregon

COKE & COKE,
Attorneys at Law.
Marshfield, - - - - Oregon

Nasburg Block. Phone 816
J. E. CAYOU,
Architect
Estimates furnished for all kinds of buildings.
Marshfield, : : Oregon.

BRIGHAM & BELL,
Architects.
North Bend, - - - - Oregon

Real Estate Agents.

MR. ALBERT ABEL,
Contractor for Teaming of all kinds.
Phone 1884.

The C. B., R. & E. R. R. and Navigation Co.

THE C. B., R. & E. R. R. & N. CO.
TIME TABLE.
Subject to change without notice.

No. 1.	Daily, ex. Sunday	No. 2.
Lv. 9:00 a.m.	Marsh'd	Ar. 12:30 p.m.
.....	Junction
Lv. 9:45 a.m.	Coquille	Lv. 11:30 a.m.
Ar. 10:20 a.m.	Myrtle Pt.	Lv. 10:45 a.m.

Trains to and from Beaver Hill daily.
F. A. LAISE, Agent.

BONITA
and
NORTH BEND
FASTEST BOATS
ON THE BAY
Half Hour Schedule
Run Between Marshfield and North Bend Made in 12 Minutes.
Private Landings.
Fare: One way, 15c.; round trip, 25c.
J. A. O'KELLY, Proprietor.

STEAMER FLYER
M. P. Pendergrass, Master
and 10:30 a. m., and 1:00, 2:30 and 4:00 p. m.
Leaves North Bend at 8:15, 9:45 and 11:15 a. m., and 1:45, 3:15 and 5:00 p. m.
Makes daily trips except Sundays. Fare: One way, 15 cents; round trip, 25 cents.
TIME TABLE.
Leaves Marshfield 7:30, 9:00,

J. L. KOONTZ
Machine and Repair Shop.
At Holland's Boat House
Front St. Marshfield.

PIANO STUDIO
of
LOUIS H. BOLL
Is now open for reception of pupils. Parlors over Taylor's Piano Store.

Steam Dye Works
C Street.
Ladies' and Gent's garments cleaned or dyed.
Philip Becker, Proprietor.

Pull the
BELL CORD
Wet Your Whistle Then Blow
J. R. HERRON, Prop.
Front Street, : : Marshfield, Oregon