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WHEN IN DOUBT

ON this page, C. W. Barzee assumes that all the newspapers of Portland are accustomed to advise electors, when in doubt, to vote "No."

The Journal has never given such advice. The Journal believes that the kind of advice is pertinent to the issue.

To vote "no," when in doubt, is to array all ignorance, all illiteracy, all indifference and all laziness against the measure.

REASSURING FIGURES
FOURTEEN showing imports and exports of the United States for eight months of the fiscal year ending with February.

Our balance of trade for the eight months was \$578,834,390, compared with \$479,925,407 for eight months of the fiscal year 1914.

CONTRACT has just been awarded in Boston for the laying of wood paving at a cost of \$60,014. The wooden blocks are to be laid on Common.

WOOD PAVING IN BOSTON
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PER TON MILE
THE unit by which hauling costs are measured is the ton mile. On a poor highway the cost of hauling one ton one mile varies from twenty to thirty-five cents.

AMERICA'S TASK
THE United States does not admit the right of the allies to place an embargo on all commercial intercourse between Germany and neutral countries.

JAIL IDLENESS
SPECIAL commission appointed to investigate the crime situation in Chicago has reported. Although there were 109,000 arrests in Chicago last year, but ten per cent were on felony charges.

THE ST. JOHNS MERGER
ST. JOHNS knocks at the doors of Portland for admission as a member of the city household.

LETTERS FROM THE PEOPLE
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WILL WORKERS VOTE FOR WORKERS?

THE Portland Labor Press says the Portland daily papers have not correctly stated the reason for the opposition of the Central Labor Council to the road bond issue. It says:

The Central Labor Council went on record February 12 as being opposed to the bond issue providing the money was to be spent under the direction of John B. Yeon, and they have never taken any other action.

As further reason for opposing the bonds, the Press cites a resolution passed by the Labor Council last Friday night declaring that "labor is to receive no just proportion of the bonds if same are voted"; that the citizens "will not be justified in voting favorably on the proposed bond issue" and that "paving contractors will receive an undue profit if the bonds are voted."

To the best of its ability, The Journal thus above states the Central Labor Council's position. The council originally took its position because of opposition to Roadmaster Yeon. After about six weeks, it supplements that reason with the claim that paving companies will get an undue profit and that labor is not to receive a just proportion, if the bonds are voted.

It seems to The Journal that the council's position is weakened rather than strengthened by the explanation. The organization was on splendid ground in its contention for a \$3 wage and preferential employment for resident married workers. In that contention, the council had and has The Journal's unqualified support. It is a cause grounded in sound policy and social and economic justice.

But the council is not on solid ground when, because of its personal grievance against Roadmaster Yeon, it opposes a work that will put clothing on the backs of children in homes where the father is now in enforced idleness. The improvement of 70 miles of road with the consequent and admitted benefits to Portland, its greater facility for traffic between the city and small farms, its economic saving to producers and consumers, its greater comforts for average human life and its jobs for men who are idle and hungry, is a far weightier issue than the personal differences between the council and Roadmaster Yeon, and The Journal is confident that many men in the ranks of organized labor will so hold.

As to the contention that "labor will not get a just proportion" and that "paving companies will make an undue profit," the charge is at best a wild guess. The same argument could have been advanced for what it was worth against every public work ever undertaken. It can be charged against every public work ever to be undertaken. If public work is only to be launched on a guarantee that nobody shall make a profit, there will be no public work, and where, then, will the workers get off?

The board of county commissioners is the legal and final authority in the handling of the bonds and in the expenditure of the money. It is the body that is responsible to the people for what becomes of the money if the bonds are voted. Its members were elected by the people to see that paving companies do not get an "undue profit," and if these public commissioners cannot be trusted to spend the money justly and economically, who can?

Whenever we admit that no public work can be done because we cannot trust our officials to safeguard the people's interest, where do we get to? Are we ready to concede that we must build no roads because somebody might make a profit out of the work?

Organized labor has done much and is doing much for civilization and for justice. What better thing can it now do for workmen than to vote for a public improvement that will give jobs to idle workers and put bread into the mouths of hungry children?

her life and she must use extraordinary means. That is the attitude of all the fighting nations. But it is something that the United States cannot subscribe to. There will be a new code of international law when the war ends, and the United States may have a part in framing it.

That is the meaning of our notes to Great Britain. Our position is that until there is a new agreement by the nations our rights are determined by international law, even though it is being constantly violated. America's task is to secure as many of those rights as possible, not only for herself but for all neutrals.

It is certain that wood would render better service than some of the worthless pavements that have been laid, and there is the added compensation that every cent expended for material and labor would remain at home.

When a bad market road is improved the cost of hauling is reduced from two to ten cents per ton mile. Taking the average reduction of five cents per ton the annual saving per mile in hauling costs in a year of 300 days on ten tons per day would be \$150, or five per cent interest on \$3000.

On ten thousand tons per day the total saved per mile in a year would amount to \$150,000, or interest, at the rate of five per cent, on \$3,000,000.

The above figures, compiled by the United States Department of Agriculture, furnish the strongest argument in favor of the economic value of good roads.

It is a saving in which everyone in the community shares. The producer receives his portion as well as the consumer.

If the figures are applied to the traffic on the Multnomah county roads which it is proposed to improve it can be quickly seen that as a business proposition it is the part of wisdom to hard surface the main market roads of the county. The cost would soon be returned in the saving of operating expense.

Not only would there be a saving in the cost of transportation but there would be a great reduction in the cost of maintenance. At

very large number spent long periods in jail, waiting trial, to be acquitted when their cases were heard. The commission says there should be some reform inaugurated to prevent the spending of large sums of money in supporting people in jail before they are tried or whose offenses are trivial.

The commission also found that eighty per cent of those committed to the house of correction were sent there because they were unable to pay fines imposed upon them. This is declared to be wrong both in theory and practice, for in effect it is imprisonment for debt and in many cases makes the lawbreaker a worse citizen than before imprisonment.

Chicago, the report says, should permit the payment of small fines in installments. It is a plan that has worked well elsewhere and should work well anywhere. What Chicago and every other city should aspire to is to keep people out of jail, to minimize the effect of jail idleness and jail influences.

How Vote When in Doubt. Perhaps one in about 4000 years there is someone as much in love with a man that she never outgrows it.

When a boy quits going with a girl, the girl's mother can tell you the name of the most detestable boy in town without an instant's thought.

Never allow yourself to become dishonest in your business, but if business has turned you down, go home with a smile on your face and send your wife a letter after the next few men can refuse credit to a woman.

At the beginning of the war, certain fearful souls asked what will be the result of the demands upon our industry? They neglected to say that this amount only only 6 per cent of the total production.

Discourses of Christ's Divinity. Portland, April 6.—To the Editor of The Journal—Just how far and in what respect Jesus was divine has been a question that has troubled the least days of the Christian church, and it will doubtless remain an unsettled question, as long as studied from opposite points of view.

Hardly two generations ago Japan was opened to Western civilization by America. In that time it has proved that civilization, art and the sciences are not limited to the Christian nations.

THE PULLMAN PORTER
ILLUMINATING testimony by the Pullman porter, by the Federal Commission on Industrial Relations, related the magnificent earnings of \$27.50 per month—more than the company.

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PERTINENT COMMENT AND NEWS IN BRIEF

SMALL CHANGE
But an up-to-date man has no time for ancient history. Ambition without pluck and energy is a lot of bother.

THE SECRET OF OVERCOMING IGNORANCE
To know the necessity. If marriage is a failure, Solomon's wisdom didn't count for very much.

IF a girl with a pretty face is thin men call her graceful—and other girls call her "skinny." It is the most difficult thing in the world to be thin and dignified when he is riding a bicycle.

THE IVY DOESN'T CLING TO A STONE WALL
It is as unobscured as the man who is engaged in replying it at so much a day.

NEVER allow yourself to become dishonest in your business, but if business has turned you down, go home with a smile on your face and send your wife a letter after the next few men can refuse credit to a woman.

TRUBLE SCOUTS OF AMERICAN BUSINESS
Says the latest monthly summary of business conditions put out by the Bureau of Economic Warfare.

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THE OREGON COUNTRY

"Yes, I am the first white boy born within the present corporate limits of Walla Walla," said Charles L. Swensen, a day or two ago.

"I was born in Boone county, Kentucky, on February 7, 1822. In 1844 my father was a carpenter, and he wanted to settle in the village of Chicago, as he thought it would grow to be a great city. He saw the city and it was, too low and marshy, so they went on to Central Illinois. Kentuckians are pretty clannish, and my father and I were not of the same race."

"By good fortune I happened to have my seat on the North Yakima train a day or two later Mr. Lowden, a white man, was on the train with me. He was a carpenter, and he wanted to settle in the village of Chicago, as he thought it would grow to be a great city. He saw the city and it was, too low and marshy, so they went on to Central Illinois. Kentuckians are pretty clannish, and my father and I were not of the same race."

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