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AN INDEPENDENT NEWSPAPER

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The steel is a material for ship-building and the rate at which it is transported has much to do with where the ships will be built. Should the rates, as in this case, be such that the building of ships in the Orient will be most encouraged? What else is the effect when American steel for the Oriental ship-builders crosses the continent for 60 cents, while steel for Portland ship-builders costs as high as \$1.37?

If the railroads can haul steel for the Orient across the continent for 60 cents, why can they not haul it across the continent for Portland builders for 60 cents? Is it better to build up a ship-building business in China and Japan, or better to build it up on the Pacific coast?

It is easier for the roads to carry Oriental business than to haul American business?

WAT next? The coal miners of America are demanding a 60 per cent wage advance, a six-hour day and a five-day week. If terms satisfactory to them are not granted, the statement is that they will call a general strike in all the mines November 1.

Testimony before congressional committees at a recent hearing was to the effect that more than \$20,000 of the million miners in the country are foreign born, that 45,000 cannot read or write English and that many of them cannot read in their own language. The mine owners brought them to the country because they could be employed at lower wage and be made to work longer hours and under living conditions far below the American standard. The owners sowed the wind and they and the consumers of coal seem now about to reap the whirlwind.

A tie-up of all the coal mines on November 1 with winter coming on would be a dismal outlook. Reports are that without a strike, coal production may be short of requirements. It is but one of the prospects.

The other is the demand for a six-hour day and a five-day week. It is a demand imported from Europe. The idea over there is that, though the world is starving and production the only means of relief, production must be checked by limiting the day to six hours and the week to five days. It is a proposal to limit production at the very moment when battered, disheveled and starving Europe needs it most.

This European idea finds easy acceptance among the illiterate alien coal miners in America. It is example of the serious if not dangerous state of the world. We have it in America mainly because the coal barons brought it here.

We are learning in these tempestuous after-the-war days how terribly the greedy men in high places have debauched the republic for the sake of miserable money, money, money.

The Portlander who gleefully predicted the end of the lawn mowing season during several cool and rainy days undoubtedly had discovered by this time that the grass was just getting ready to put the lawn mower on double shift.

KING'S GIFT

THERE is omen in the gift to the Italian people by their king of farms, hunting lodges, palaces, villas and other properties to the value of several millions.

It means that the leveling spirit of democracy is working, that kingly privileges are fading and that the late war will work mighty changes if the fruits of the victory are not thrown away.

As it stands now, such monarchs as remain are no longer autocrats. When the czar, the kaiser and the Austrian emperor fled, kinscraf was in total collapse. The change is so sweeping that the Italian king surrenders most of his personal property to the state. The republics are multiplied and constitutions are granted to peoples.

But they say the old autocratic party in Germany is gathering strength and likely to become dominant, that Russia and Germany may ultimately come into cooperation, and that after all the great spread of Americanism to Europe may find a check. The reaction against Bolshevism in Russia, the feeling in Russia that even a monarch is preferable to the present anarchy, and the big group that naturally leans toward autocracy, all joined with the fact that 80 per cent of the Russians are illiterate, could easily make that country a willing ally of a German monarchical party, and bring to pass nobody knows what.

As shown by the action of King Victor Emmanuel, the seeds of democracy and liberty have been sown.

There are possibilities for them to flower and fruit.

But they need the steady and guiding and safeguarding hand of the League of Nations and the leadership of America to bring them to full fruition.

Mayor Ole Hanson of Seattle is writing a book on Bolshevism. His intimacy with the subject grows out of his experience in breaking the Seattle strike.

THE RATES ON STEEL

IT IS impossible to see why there should be a transcontinental rate of 60 cents on steel for the Orient, and a rate of 94 cents to \$1.37 on steel to Portland.

The steel is a material for ship-building and the rate at which it is transported has much to do with where the ships will be built. Should the rates, as in this case, be such that the building of ships in the Orient will be most encouraged? What else is the effect when American steel for the Oriental ship-builders crosses the continent for 60 cents, while steel for Portland ship-builders costs as high as \$1.37?

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Under the state constitution only a bonded indebtedness of two per cent can be incurred for road improvement. This constitutional limit has been nearly reached. Approximately eighteen millions has been authorized out of a possible twenty million. This only leaves a margin of two million to draw upon, based upon the present assessed valuation of the state.

It will be proposed to amend the constitution by extending the bonding limit, as was done last June in the case of county bonds for roads. The county limit was raised from two per cent to six. If the state limit should be raised it would be necessary to find additional revenue on which to issue the bonds.

One of the members of Secretary Daniels' party started it. He complained that back in Washington Portland's reiterated petitions give us the name of the "whispering city." He may, in fact, have used a more colloquial and less printable term. From the comment some of us have taken the suggestion that less asking for channel improvement, naval patronage and so forth might increase Portland's popularity at the national capital. But we do not think such a suggestion was intended. Nagging is totally different from constructive seeking. One cannot be associated with dignity and the other is inseparable from it. Portland and the ports of the Columbia do not need to nag. Their cause is too just.

PATRIOTIC ELKS

THE Elks of Oregon have undertaken a task which will once more identify the "Best People on Earth" with patriotic service. They will conduct the campaign to secure investment of the state's quota in War Savings certificates. Uncle Sam is still paying the bills of the war. The thrift securities are an essential factor in the plan of national financing. The necessity which the government has encountered of withdrawing funds ordinarily used in taking care of the expenses of sales has been happily met by the public spirited organization. The Elks have not only the spirit but the capacity for carrying forward any cause with which they align themselves. They could not be identified with a movement more wholesomely beneficial to themselves or to the people of Oregon as a whole. They will teach lasting and much needed lessons of thrift while they help their government to pay.

CHICAGO'S BIG PLAN

PORTLAND's city plan commission will be interested in what Chicago is doing. On the November ballot in that city will appear bonding measures aggregating \$28,000,000. The municipal improvements proposed are in line with a general plan for a greater Chicago first formulated by the late Daniel H. Burnham. Paving, bridge, building, street widening, subway and overhead construction and waterfront improvement are on the list.

Enlarged bonding powers have been given Chicago by the Illinois legislature. In addition to the proposed public expenditures owners of private property along traffic arteries affected will be required to do their share. Numbered among the heads of the representative banks, business houses, industries and professions. The movement is so substantial that it has secured a 28-page section devoted to it by the Chicago Evening Post. The consulting architect of the Chicago commission is Edward H. Bennett, author of the "Greater Portland plan."

The pioneer penal code imposed hanging on the horse thief. Judge Gatens is right when he says that jail sentences are little enough for automobile thieves.

IN GIVING

THE Lord, who loves the cheerful giver, must find many in Oregon who merit His affection.

In season and out of season, in good times and bad, Portland has responded with unvarying liberality to the appeals of need.

The counties of the state have met with uniform sufficiency the requirements of the unfortunate.

Oregon through its legislature has spent a cumulatively huge sum to relieve the dire condition of the defective and handicapped.

The public and the private purse have opened readily and sometimes, perhaps, too easily.

Each appeal has had its own sponsors, each enterprise of philanthropy its supporters. The only characteristic held in common has been the almost complete lack of coordination. There has never been any complete summary or survey of the field for charity in Oregon. No responsible body representative of contributors has attempted a wise and sane di-

while demanding a higher tariff on steel products so American workers could be protected against the "pauper labor of Europe."

What a lot of sham and humbug and hypocrisy is coming to the surface in these troublous times when facts are facts and the tinsel and veneer are unmasked.

Over a wide area in the Northwest and among many of the business and railroad men of Portland there will be general gratification because of the advancement of Harry M. Adams to the vice presidency of the Union Pacific, O. W. R. & N. and Oregon Short line in charge of traffic. Mr. Adams is one of the younger school of railroad men. He is active, forceful, intelligent and square in his dealings with communities and the public. His earlier transportation experience was gained in Portland and he has lost neither the friends he made here nor his own friendship for the city.

MORE ROAD REVENUE

HOW to raise more money for state road construction is a question that will be submitted to the people of Oregon in a few months. It is apparent at this time that the present sources of revenue are insufficient to guarantee the completion of the state system which has been outlined by the legislature. In fact, the present indications are that there will not be enough to complete the main trunk lines, taking into account the long stretches yet to be improved in Eastern and Southern Oregon.

Personal inconsistencies are not of consequence if they exist," said Lodge. "Then at least I am inclined to show that the president was not inconsistent in urging a policy of neutrality at the beginning of the European war, trying to keep out of war, and later leading the nation as a war president.

Lodge ignored the question as to whether the president's effort to keep America in peace is in fact inconsistent with his later record in prosecuting war. That is debatable may be suggested from the fact that in the beginning the scope and purpose of the German rush were not understood as being set aside in the light of later events. The situation at that time was that the president was not consistent in urging a policy of neutrality at the beginning of the European war, trying to keep out of war, and later leading the nation as a war president.

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Whether to impose a further tax on motor vehicles, which now carry the main burden, or by a direct tax on property is a debatable question.

It is quite evident that if we are to have good roads we must pay for them.

Dean Morton of the Oregon state university is undoubtedly right. As long as people have plenty of money and are willing to spend it prices will remain high. Prices are governed to a greater extent than some people realize by what they are willing to pay.

Just as there is no politics in Lodge's mind, so there is also no politics in the mind of the president. Lodge may be willing to bind himself to a proposition like that and "forget" the ruinous strike. Just think what injustice, deprivation and humiliation could have been saved the postal clerks with a system in vogue as suggested here.

Necessity has been the mother of many inventions, but along civic lines the offspring too often is smothered by death.

However that stands, the present fact is that Lodge has been forced to admit his inconsistency on the League of Nations. He was for it before President Wilson had been reelected, but he became a downright skeptic as soon as the world's desire had been translated into a reality under the lead of the president. But there is no politics in Lodge himself says so.

Whether this was inconsistency, say the friends of the president, Lodge may be willing to bind himself to a proposition like that and "forget" the ruinous strike. Just think what injustice, deprivation and humiliation could have been saved the postal clerks with a system in vogue as suggested here.

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Curious Bits of Information For the Curious

Gleaned From Curious Places

Scores of almost priceless jewels which have been worn in the courts of Europe for generations are streaming daily into this country, the staff of the collector of the port of New York has been increased by the increased activities of jewelers.

Senator Penrose, who gives at reformers and reforms, has turned reformer. He has been so much interested in reform that he has not been seen in his seat in the senate for many weeks. He was busy in Philadelphia, securing the nomination at the primaries of the "reform" candidate for mayor, Representative J. W. Moore, better known as "Humpy."

Philadelphia has for years been riden by two brothers named Vare, one a member of congress and the other a state senator. They are accused of combining contracting business with city government, and their forces are impotently referred to as "the Vare gang."

By a narrow vote Penrose's candidate has been elected. The Vares defeated. It is viewed as a struggle of considerable importance to Penrose. Whether reform has gained any great victory remains to be seen.

Sale to the public on the mall order plan of \$20,000,000 worth of textiles mostly silks, forming part of the war chest, is proposed. It is the opinion of General Marshall, chief of ordnance, is reported to have approved, but no final decision has been reached. He would like to have the Red Cross undertake the distribution, and the officials of that organization are willing to do so if the business world does not object.

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Each appeal has had its own sponsors, each enterprise of philanthropy its supporters. The only characteristic held in common has been the almost complete lack of coordination.

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rection of eleemosynary institutions and efforts.

Why not? Though each enterprise follows its own promptings, all draw support from common sources. Thirty men in whom the public has confidence could form a board capable of organizing and administering in general terms and under definite regulation the public and private charity of Oregon, including Portland. It could form an underwriting body whose recommendation would be indorsement indeed but whose lack of approval would be tantamount to failure in securing public support. In due time, legislative enactment could give official status to such a board. It should be voluntary or official, entirely unselfish, non-political and with but one motive—to express systematically in the terms of the highest yet most practical ideals, the generous sympathy of the people of Oregon have for need and misfortune.

Catt, after commanding a wonderfully skillful corps of workers through a successful campaign for the ballot measure that affords a new department of education. Would that young Mrs. Hetty Green have failed? Would Dr. Anna Howard Shaw have failed? Would Mrs. Mary Baker Eddy have failed? These women have solved difficulties as harassing as those that come to the desk of our cabinet officials. Perhaps they are exceptional women, but we ought to admit that more and more "exceptional" women are being born every day. And, after all, it is usually only the problem that is uncommon. Given a new difficulty, and a new man has always risen to struggle with it. And the hour seems to be here when the women, too, will be given opportunities to be called "exceptional." More women will be "geniuses" in the future.

Letters From the People

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