

ARLETA EXCHANGE OPERATION ASKED BY SERVICE BODY

Salem, Oct. 29.—Request that the Pacific Telephone & Telegraph company take immediate steps to complete and place in operation the automatic telephone exchange under construction, and intended more adequately to serve the Arleta and Lents districts, was made in a letter from Fred G. Buchtel, chairman of the Oregon public service commission, to C. R. Hickman, manager of the telephone corporation.

The Oregon public service commission held a hearing in Salem with relation to the application of residents of the Talbot vicinity for improved shipping facilities at that station. Talbot is located on the line of the Oregon Electric railway. The commission also considered the application of Marion county for permission to establish a grade crossing over the tracks of the Oregon Electric near Clatskanie station.

W. D. McNary, superintendent of the State hospital, Pendleton, was in Salem conferring with R. B. Goodin, sec-

WEST, SOUTH, EAST, MAY SWEEP COX IN

(Continued From Page One)

The writer has sent telegrams to almost every man in the West in whose judgment he can place reliance, and has asked that the replies be sent in a specified code, so that men working on Democratic newspapers or in the Democratic organizations or those employed in the Republican camp would have no hesitancy in expressing over the telephone wires their own confidential and innermost judgment.

These telegrams are coming in and the results will be embodied in tomorrow's dispatch. As for the situation east of the Mississippi river, which has been examined in person by the writer in the last 30 days, several factors stand out as extraordinary:

First, the heavy registration of women states everybody will have a chance to vote in the limited period that the polls are open. On account of the congestion of the polls in states where no provision has been made to handle

THE CROWDS, MANY VOTES WILL NOT BE CAST AT ALL

MAY NOT BE TIME ENOUGH

Second, the negro vote in Northern states is better organized than it ever has been. In some of the border states feeling is not altogether pleasant over the way the negroes have been mobilized by the Republicans and it is not altogether a certainty whether in cases where the Democrats control the election machinery there will be time enough for the negroes to vote, though in certain cities where the Republicans have control just the reverse is apt to be the case, and many whites may not get a chance to vote. The race question, unfortunately, enters into the calculations of certain important states.

Third, the effect of the enfranchisement of women throughout the nation is the most uncertain quantity in the whole situation. Politicians profess to know how the women will vote, but they don't. No political leader in all the states that the writer visited was able to produce a canvass of the feminine vote which could be considered complete.

MORE, NOT DIFFERENT

Time and again the canvass of the masculine vote has been accomplished with such accuracy in advance of the result that the result has varied but little from the official result. Most editors and political leaders agree, however, that the women will merely double the Republican and Democratic vote or increase it by at least 80 per cent. As the husband votes, so votes the wife. That's the theory, the Westerners who have had more experience with women suffrage for many years, uphold the view, yet in Indiana, Kentucky, West Virginia and even Ohio it has been admitted by politicians that perhaps the League of Nations has made more women voters independent of party lines than was at first expected.

In West Virginia, Indiana, Ohio, New York and New Jersey there has been a noticeable revival of interest among men and women in the League of Nations, a wider reading of the covenant than was believed possible on a question that has so often been dismissed by the professional politicians as "dead," or with the statement that "the people are sick and tired of the thing."

WILSON DRAWS APPLAUSE

Fourth—Another remarkable thing is that while the street talk and club talk and smoking car gossip and newspaper talk has constituted an apparent wave of anti-Wilsonism, the casual mention of the name of Woodrow Wilson in meetings held by the Democrats has not been met with silence or a few scattered hand claps, but by spontaneous outbursts of applause.

The Democrats themselves have been pleasantly surprised by the demonstrations and don't know whether to interpret it as a feeling of sympathy for the man who has broken down in health in his endeavor to serve the people as he thought best, or whether to regard it as an indication of Democratic strength at the polls.

TARIFF REVIEWED

Fifth—The economic situation has had so many puzzling developments in the last three or four weeks: prices have dropped, but serially and unemployment has come so suddenly in many cities that in more than one case suspicions were expressed that the shutdown has something to do with the off-hand conspiracy of intimidation of labor.

On the other hand, in the rural districts, the fall in the price of wheat and the general decline of livestock prices has stirred up the tariff issue and made friends for the Republican tariff program. The reader himself probably has noticed that Senator Harding has been heard to say that he is not a protectionist, but he has devoted two or three statements to it lately.

Moreover, the rising tide of interest in the League of Nations has been met by the Republicans in the last two weeks by campaign speeches by such friends of the league as Herbert Hoover, William Howard Taft and Elihu Root. The attack has been against Article X and in the East at least nobody, including Senator Harding, has sent messages in the last few days to Senators Johnson or Borah telling them they were interpreting the Republican platform correctly. Indeed, the restiveness displayed by William Randolph Hearst, who calls on Governor Cox to repudiate the league and at the same time criticizes Harding "for wiggling and wobbling," is another indication of unrest in the camp of the "protectionists" and others who favor the rejection of the treaty and any league of nations.

WILSON FARSIGHTED

With a growing sentiment in favor of the principle of a league of nations, there is no question that Senator Harding's speech at Des Moines saying he didn't want to clarify obligations, but that he was seeking "rejection" has been construed as meaning rejection of the whole league and not Article X alone, as his friends insist was his meaning.

However, east of the Mississippi river it is the judgment of this correspondent that even the changing of votes at the eleventh hour to Cox from Harding will not enable the Democrats to carry New York, New Jersey, Illinois or Ohio, though they have admittedly made progress every day since the Des Moines speech and are daily acquiring the votes of large numbers of women.

President Wilson saw the issue of the campaign before anyone else in his party and his judgment has been vindicated in the sense that with it the Democrats have been able to make more progress than with anything else.

TABLE TOMORROW

The big question is whether the Democrats have been able to cover up mistakes of domestic administration by the use of the league issue. Or, to put it another way, is the country going to vote on questions of foreign policy to the exclusion of domestic troubles or irritations and restrictions growing out of the war and the reconstruction period?

The only place for such independence to be displayed—if it appears at all—in the West, which showed itself able in 1916 to part company with the rock-ribbed Republican East. Can the West and South win for Cox or is there any other combination partially in the East and partially in the West which would carry him to victory? These questions will be answered by an electoral table in tomorrow's article.

The British government in 1714 offered \$100,000 to any one inventing a machine which would give the longitude at sea anywhere within 30 miles.

DUTCH STEAMER IS CLEARED WITH LOAD OF WHEAT

Wheat clearances foreign for next to the last day of the month of October closed with the Dutch steamship Kynderdyke, for Rotterdam and the French bark Buffon for the continent. It is possible that another cargo will clear before the closing hour Saturday.

The Kynderdyke has on board 135,325 bushels of wheat, valued at \$237,600. The grain was declared in two lots, one of 112,000 bushels at \$2.30 and the other 23,325 bushels at \$2.15. The Kynderdyke is operated by the Holland-American line and will finish at San Francisco with general cargo.

The French bark Buffon, Portland for the United Kingdom with 116,684 bushels of wheat, valued at \$240,000, will leave down Saturday morning. The Buffon is the first of the old-time sailing craft to get away with a grain cargo for a number of years. She is an old trader in Portland harbor and prior to 1912 was one of the famous bounty carriers.

Efforts were made to get the British steamship Isis out as a big wind-up for the month, but it now looks as if she will not be able to clear until Monday, which will set her over into the November schedule. The Isis is a craft, formerly German, of 5564 net tons, and will go to sea with close to 11,000 bushels of grain, for Cadiz.

The steamship Wawala, for Cadiz, Spain, left down at 1:15 this morning. Her cargo consisted of \$21,660 of flour and a valuation of \$21,660. The Wawala was formerly on the Oriental run. It is not known what disposition will be made of her after reaching Cadiz.

ALL ALONG THE WATERFRONT

The steamship Eastern Glen, from Europe and New York, is discharging at Terminal No. 1.

The steamship West Cahokia is at No. 1 for a temporary berth. Minor repairs will be made at that dock. She will also be lined there for grain cargo.

The Union tanker Washenaw arrived up this afternoon and is discharging cargo for Portland.

The steamship Georgiana Rolph is reported as sailing from San Francisco for Portland Friday morning.

The steamship Johan Poulsen is northbound from the Bay City with general cargo for Portland.

The schooner W. H. Talbot, lumber for the west coast, will complete a cargo at Innan, Poulsen mills and will leave down this evening.

North Beach Service

To conform with the change of schedule made in S. F. & S. passenger service the steamer Nahcotta of the O-W. R. & N. service will leave Astoria for North Beach points at 12:40 p. m., beginning Sunday.

Positions of Vessels

Radio reports from North Head give the position of the following vessels at 8 p. m., October 28:

Steamship Dallwood, Kahului for San Francisco, 720 miles from San Francisco.

Steamship Moffett, towing barge 92, San Pedro for Vancouver, B. C., 894 miles north of San Pedro.

Steamship Providencia, Santa Rosalia for Tacoma, 86 miles south of Tatoosh.

Steamship Wapama, Grays Harbor for San Francisco, 25 miles south of Columbia river.

Steamship City of Topeka, Portland for San Francisco, 80 miles south of Columbia river.

Steamship Wilhelmnia, San Francisco for Honolulu, 423 miles from San Francisco.

STAMPER GRIFFO, FOR CALIF., TOWING BARGE GRIFFO, FOR PANAMA; ARRIVED AT 10 AND LEFT UP AT NOON, STEAMER WASHENAW, FOR SAN FRANCISCO, SAILING AT 1:30 P. M.

San Francisco, Oct. 28.—Sailed at 5 p. m., steamer Georgiana Rolph, for Portland; sailed at 11:30 p. m., steamer Wawala, for Cadiz.

Seattle, Oct. 28.—Arrived last night, steamer Steel Exporter, from Portland.

San Pedro, Oct. 28.—Sailed, steamer San Juan, for Columbia river.

New York, Oct. 28.—Arrived, steamer Eastern Soldier, from Columbia river.

Cap Town, Oct. 19.—Arrived, British steamer Trelawny, from Portland.

Bahia, Oct. 25.—Arrived, steamer Memphis, from Portland.

Astoria, Oct. 28.—Left up at 1 p. m., steamer Paraiso, from San Francisco; left up at 2 p. m., steamer W. F. Smith, from San Francisco; sailed at 9 p. m., steamer Rose City, for San Francisco.

La Touche, Oct. 28.—(I. N. S.)—Sailed—SS. Victoria, southbound, 3 a. m.

Antofagasta, Oct. 28.—(I. N. S.)—Arrived—SS. Eastern Soldier, from Seattle via Port Blakely, Portland and San Pedro.

Yokohama, Oct. 28.—(I. N. S.)—Arrived—SS. West Isom, from Seattle and Honolulu. Arrived 28th—SS. Tethi, from Vancouver and Antofagasta.

San Pedro, Oct. 28.—(I. N. S.)—Arrived—SS. El Segundo, from Point Wells; President, from Seattle, via San Francisco; Everett, from Everett.

Dunsmuir, Oct. 28.—(I. N. S.)—Passed in—SS. Arzel, for Tacoma, 8 a. m.

Tacoma, Oct. 28.—(I. N. S.)—Sailed—SS. Waban, for Seattle, via Point Wells and San Pedro; Stanwood for San Pedro.

San Francisco, Oct. 29.—(I. N. S.)—Arrived—SS. Eastern Soldier, from Seattle via San Francisco and Victoria, 11 a. m.

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