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By Carrier - City and Country
Daily and Sunday

WE are in such haste to be doing, to be writing, to be gathering gear, to make our noise, to be in a moment in the desire for a moment of eternity, that we forget that one thing, which these are but the parts of, namely, to live.—Robert Louis Stevenson.

GUILTY AS CHARGED
Some of the railroads are moving for peace with their shopmen. The Baltimore & Ohio, one of the most important roads in America, is one. Its president is Daniel Willard, one of the best and squarest railroad heads in the country. The Chicago, Milwaukee & St. Paul line is another.

FROM THE GRAVE'S EDGE
THERE had been cannibalism and eating of corpses. The horses had all been consumed to satisfy hunger's pangs. Children had been carried to neighboring towns and abandoned. All sorts of horrible things had been used for food.

TALLYING THE TOURISTS
LIKE migrating birds that hear the north's chill-noted warning, motor tourists that all the summer months through have congested Northwest highways and byways are turning homeward.

OR EVEN FRESHMEN'S
From the Chattanooga News
The people would rejoice if they were conceded even juniority rights.

SO HE TAKES BOTH
From the Nashville Tennessean
At least he takes both halves of the road he wants to use.

wrist and ribs. Not long before, an attendant was in peril of lynching for a brutal attack on a helpless veteran. The episodes seem to follow one upon the other.

Very large sums of money are being spent to care for the disabled soldiers. This money should provide proper care and comfort. If those who are responsible for the expenditures and the working of the organization cannot eliminate the attacks and discomforts the public should know why.

OVERLOADING THE WAGON.
In fighting the proposed censorship on literature George Creel, noted writer and head of the committee on public information during the war, points out that additional laws have become a passion in America until the nation threatens to be inundated under a flood of superfluous statutes. He says:

There is no single possible human offense that is not now blanketed by one or more statutes and ordinances, yet every day sees new thousands poured into the busy hoppers of city councils, state legislatures and congresses. The hour is counted lost that does not see the creation of new laws and new bodies with new powers. Control is more and more passing from the hands of the people into those of clerks.

Ignorance of the law is no defense. But what layman can possibly keep pace with the multiplication of laws that he is supposed to know and respect? Soon it will be necessary for every individual to have with him at all times a criminal lawyer, a civil lawyer, a corporation lawyer, a patent lawyer, an admiralty lawyer, and a law library approaching that of Blackstone.

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siderable sum which Californians received from winter tourists and spent here summer touring. But statistics can tell only a part, perhaps the least important part, of the story. What a great social intermingling and leavening must inevitably result from the new but exceedingly general form of touring! What exchange of information and consequent broadening of viewpoint must follow, roadside meetings! How much provincialism, not only of the East but of the West, must diminish! How greatly must sympathy and understanding increase among people representing the nation's climatic and geographic divisions as each sees where, how and why his fellow citizens exist! How much more easily should an all-city, interstate system of road courtesy and highway regulation be promoted and accomplished!

It is a thought the more assuring because based on substantial fact that by reason of the season's motor travel vastly increased dissemination of information about Oregon will occur. The return trail blazed by motorists will be followed again not only by those who first came, but by those to whom they described opportunities for "life, liberty and the pursuit of happiness" in the virile Northwest.

IT PAYS
THE Pennsylvania railroad operator, 1,000,000 trains over 11,000 miles of road last year without killing a single passenger. In that time, 152,000,000 people traveled on Pennsylvania trains.

THE record means a great deal to the Pennsylvania railroad. It saves thousands of dollars in suits and litigation. It places the road in an extremely favorable light to the traveling public. And it sets an example that other roads will strive to emulate in order to secure the patronage of people who desire to travel in safety.

RISK OF THE ROAD
CAMPAIGNS against yellow fever, tuberculosis, typhoid fever and typhus have won ground. But automobile accident campaigns have not. Twelve thousand lives will be the automobile accident death toll this year at the present rate. This is a thousand more than a year ago. Property damage due to automobile accidents is in the neighborhood of a billion dollars a year.

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COMMENT OF THE STATE PRESS
Highway Officials Told That Oregon Needs Permanent Settlers as Well as Tourists.—The Passing of He-roes and Heroines.—The Novem-ber 11th.—Wonderful Resources of the Umpqua Valley.

Pendleton East Oregonian: There are many angles to the tourist business and some features are being overlooked by enthusiasts who would run wild over the idea of concentrating all funds upon main tourist roads to the neglect of connecting roads and regional roads of extreme importance to farmers and businessmen.

At this time the state is building an expensive east and west highway through Central Oregon.—The John Day highway—and it has built an expensive east and west highway through this region. But there is no north and south road connecting the two high-ways. As a result, people who enter Oregon via the Oregon trail or the Oregon coast highway find themselves cut off from our interior. Those who traverse Central Oregon on the John Day highway route find themselves cut off from our coast.

WHAT SINGLE TAX IS
Distinction Between Taxing Land and Taxing Land Values.
Portland, Sept. 5.—To the Editor of the Journal:—I have read with interest your article on the single tax, which you write from Oregon City making inquiries regarding the proposed single tax, is unwarrantedly alarmed.

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the failures which were the offspring of these unhealthy dreams. Think of it, Willowa county, an agricultural region, ships in hay and grain in the spring to feed stock; ships in potatoes to feed its population; ships in fruit and vegetables the year around. How can an agricultural community prosper under such conditions? It cannot but suffer almost every year with "it" for any length of time, and it has been making a poor attempt at it long enough.

La Grande Observer: One of the best indications of lumber prosperity is the little sawmill, which has been dead so many years, now taking on life. In the vicinity of La Grande there are many sawmills, some of which when lumber is good disburse a lot of money—for no one can run a sawmill without handling lots of money. But when the lumber market is under their boilers and the scream of the saw is heard through the canyons.

LETTERS FROM THE PEOPLE
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SMALL CHANGE
What a good old world this would be if no one lived in it. Fortunately no prizes are offered for the loveliest man. If nations did trust one another it would be more surprising. The great family question now is: "Can he make the football team?"

THE next holiday will be Thanksgiving. The rail way strike is settled before that time. The real cause of divorce seems to be that the two parties cannot stand each other any longer. The man who talks much about how poor the once was, is merely calling attention to how poor he now is.

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COMMENT AND NEWS IN BRIEF
SIDELIGHTS
They have nominated a country newspaper publisher for governor of California. Here in Oregon none of the boys want the job.—Eugene Guard.

MORE OR LESS PERSONAL
Random Observations About Town
Motoring down from Boise Saturday was a party composed of Mr. and Mrs. J. L. Niday, Kathleen Niday, Margaret Niday and Eloise Brookins.

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The Oregon Country
Northwest Happenings in Brief From the Busy Reader.
OREGON.
Charles Maguire, son of J. F. Maguire of Klamath Falls, has received an appointment to the military academy at West Point.

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