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Advertisement for a car, mentioning a car shortage and repair services.

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average of five cars daily," said C. H. Castner, manager of the Hood River Fruit company.

Orders for alfalfa hay given to a Touchet, Wash., dealer two months ago are delayed because at that small station there are orders for 140 cars ahead of the orders for Oregon shipment, according to a correspondent, writing in The Journal yesterday.

"The car shortage in the Northwest is acute and conditions are now very serious," said Arthur Devers, chairman of the executive committee of the Portland Traffic and Transportation association, in an interview Thursday. He added: Relief must be promptly furnished to prevent great loss.

Why do not the railroads put to work the 200,000 striking shopmen whom they have locked out and who have had-order cars repaired and relieve the car shortage?

One hundred of the railroads have taken back their shopmen. The other roads, the roads centering in Oregon among them, are stubbornly locking out men, while, as Mr. Devers says, the producers of the Northwest are threatened with great loss.

Near Portland 49 bad-order cars are standing on a siding, while 140 cars are required. Traffic is hampered, the processes of transportation are choked, the producers are threatened with great loss, with 200,000 idle shopmen in the country and the railroads refusing to put them to work.

"What are public service commissioners for?"

CITY ENGINEER LAURGAARD has returned from an extensive trip in this country and Canada, where he studied the one-way traffic plan. He says, "One-way traffic is not only feasible but in many cities is highly desirable and essential."

It may not be one-way traffic that is essential in Portland, but certainly something is essential to relieve the constantly increasing congestion, and one-way traffic is the most practicable plan yet proposed.

There is just so much space for traffic in Portland streets. To relieve the congestion more space must be provided or a way found to permit an easier flow of traffic in the present space, inasmuch as the number of vehicles that traverse the space is constantly mounting.

There have been attempts to provide more room for traffic by limiting and prohibiting parking. But those restrictions have invariably been abandoned by the city council quickly after adoption.

It was proposed to widen the streets. That would cost a tremendous sum. In addition, so many other obstacles would be encountered that it is safe to say that plan will not be adopted. No other proposal has been made to provide more space for the traffic flow.

What else is to be done, then, than to adopt a means of facilitating traffic in the space now allotted to it? Experts say one-way traffic will provide the solution. Other cities have tried it and found it highly satisfactory.

Now the city engineer, after a study of the problem, says one-way traffic is feasible.

What then has been left for the council to do but to block the plan a trial? It has been blocked, it is true, but many times tinkered with other plans. All of them have failed and the congestion is rapidly increasing.

It is not time for the commission to adopt a plan that will work and keep it in force until it has proved itself impracticable, if it is impracticable?

consulted, but nevertheless, it is a good name, he is proud of it, and he doesn't propose to see a lot of people casting reflections on it.

The campaign is all right for the Clarences. There are many, and they can protect themselves. But what of the poor few burdened down with Ichabod, Zephaniah, Hezekiah and kindred names, with nobody else to help them fight their battles?

Mr. McArthur says he bases his appeal for votes on his record in congress. Were there enough gun congressmen, powder manufacturers, profiteers, saloons and gigantic corporations in the Third district, Mr. McArthur would no doubt be reelected. His record is a record of votes in favor of Big Business.

Senator Stanfield says the issue in the Oregon gubernatorial election is party solidarity.

Where did Mr. Stanfield get his information? Who told him that those people in Oregon who are struggling under the greatest tax burden the state ever saw had decided that the most important consideration in the coming election is faith in any party?

That may be Mr. Stanfield's issue. His record may be Mr. McArthur's. Religious questions may be the issue in the eyes of a certain afternoon newspaper. The question of the possibility of a reduction in taxes may be the issue of a morning newspaper.

More Testimony

THESE are days when pedestrians have a heavy responsibility in avoiding loss of life and limb in automobile accidents.

After dark, and especially on rainy nights, it is extremely difficult for automobile drivers to distinguish a human being. A pedestrian traversing the street can be easily overlooked under such conditions.

IN THE DARK

LETTERS FROM THE PEOPLE

A SINGLE TAX STATEMENT

IN TIME

WHAT ARE COMMISSIONS FOR?

CAR shortage, serious.

These are headlines from a Portland newspaper of yesterday.

THE BALLOT MEASURES

THE information of the voters section will be brought from day to day until all have been discussed, a digest of the various proposals to be submitted to popular vote will be published.

MR. McNARY CONFUTED

THE "Compulsory Education Bill" is the fifth, and last, proposal found on the state ballot.

It provides that "any parent, guardian or other person in the state of Oregon having control, charge, or custody of any child between the ages of 8 and 15 years, inclusive, who shall fail or neglect or refuse to send such child to a public school during the period of the school year in the district where the child is resident shall be guilty of a misdemeanor.

Children between the ages of 8 and 10 inclusive whose place of residence is more than one and one-half miles from the school, and who live three miles away shall not be required to attend public school unless transportation is furnished by the school board.

It is also provided that any child who is being taught by a parent or private teacher such subjects as are usually taught in the first grade in a public school and for a like period of time, shall not be required to attend public school.

PIERCE AS TAX-PATRIOT

Santa Cruz, Cal., Oct. 25.—To the Editor of The Journal:—As a sidelight on the election of Governor Pierce, I would recall that during his first term in the state senate, back in either 1903 or 1905, he and Dr. C. J. Smith, of Astoria, introduced a bill which supported an inheritance tax.

DECLARES BATTLE WON

UNION, Oct. 25.—To the Editor of The Journal:—The battle is won. All that is required is for the voters of the state to go to the polls on November 6 and confirm with their votes the victory.

THE punitive sections of the bill, however, are definite and serious.

THE ballot numbers of the measure are "314 Yes" and "315 No."

A TAX-WEARY FARMER

PORTLAND, Oct. 25.—To the Editor of The Journal:—I regret that in your issue of October 21, you published a statement of mine regarding the Ballot Measure.

THESE are days when pedestrians have a heavy responsibility in avoiding loss of life and limb in automobile accidents.

four years and see if he can relieve us of this tax burden.

LOCAL phone company claims a loss of revenue.

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COMMENT AND NEWS IN BRIEF

SMALL CHANGE

SIDELIGHTS

MORE OR LESS PERSONAL

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

IN THE DARK

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The Oregon Country

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