

The Herald

D. E. STITT, Editor.

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JITNEYS SHOULD PAY A LICENSE TAX

The jitney business is coming into notice rapidly as a means of conveyance and also because of its liability to largely supplant street car line, its danger to life and damage to highways. The Mt. Scott Herald has the following to say on the subject:

"The jitney business is, not getting an undivided boost. Some of the people who have been looking the matter over, disapprove of the jitney for several reasons. First the indiscriminate cramping of strangers, young and old, men and women, into such a small space is extremely discomforting and demoralizing."

"The automobile is recognized to be the most destructive agency on our public roads and streets. It contributes very little toward the public expense. Personal taxes are not to be considered. To be entirely fair the jitney should pay a license. The attitude of the jitney to existing public service institutions is bad. It is little better than a pirate. It blocks the right of way of legalized transportation and take its patronage while doing so. It backs up to its competitor's station and seduces its legitimate patrons and practically appropriates an unearned patronage."

Two Discoveries

Secretary Lane has announced two discoveries by the bureau of mines, both of vast importance to the country. One is expected to enable oil refineries to increase their output of gasoline 200 per cent. The other makes possible the production from crude petroleum of toluol and benzol, bases for dyes and high explosives, which heretofore have been produced almost exclusively by Germany.

A short time ago announcement was made that the bureau of mines had discovered a process by which radium can be produced at a cost substantially below that attending European methods. The new process was patented and the patent dedicated to the people. Nobody will get rich because of the discovery. The new process will be used to make radium cheaper to people who need it.

It is now announced that patents will be taken out on the new process. The purpose is to prevent the possibility of any monopoly in their use. These new discoveries will also be dedicated to the American people.

The United States is being repaid for whatever it has cost to maintain the bureau of mines. In the case of gasoline, the Standard Oil Company has had a big advantage over independent refiners. It is confidently

expected that this advantage will be lost, that the independent refiners will be placed on an equal footing, and that gasoline will be cheaper.

The bureau of mines is doing excellent work. Its radium discovery was a great boon to suffering humanity. Its recently announced discoveries will be a stimulus to business and industry.—Portland Journal.

New Outlook For Russia

Sir Edward Grey announced in the House of Commons last Thursday that Great Britain is in entire accord with Russia's desire for an outlet through the Dardanelles.

This announcement is one of the important political developments in the European situation. Russia's desire for a warm-water port and an unrestricted outlet from the Black sea has long been one of her most cherished national aspirations. Until the British foreign secretary made his statement in the House of Commons the attitude of Great Britain, in the event that the Russians should be able to occupy Constantinople, had been an open question.

If Great Britain had listened to Mr. Gladstone the Turk would have been driven out of Europe nearly half a century ago. But England thought it necessary to keep Constantinople in Turkish hands as a buffer against possible Russian designs upon India.

If the allies win the war, the world may expect to see Russia become a new commercial and maritime nation. The main influence that has kept her back has been the absence of a warm-water port.—Portland Journal.

STEPS TOWARD MILITARISM

In my last article I dealt with the steps toward militarism that we as a nation are taking by retaining possession of our island possessions, thus forcing us to maintain an ever increasing armament to abet the policy of commercialism which this country has entered upon. In my article this week I shall deal with the subject, "Let America Mind Her Own Business."

II

"Let America Mind Her Own Business."

This article is written directly from the influence of the great war in Europe, but it contains nevertheless an argument indirectly for us to attend to our own affairs.

I ask any citizen of this locality, of this state, of this nation, if we mind our own business how likely will it be that we will ever be drawn into the present cataclysm of horror and strife. I ask him how will it be possible to avoid being drawn into it if we continue to feed, clothe and arm the warring countries. I ask him if it would not be the most reasonable, the most logical, the most common sense plan to stop the exportation from America of any goods that will prolong the war, when matters are so delicate that chances look like the entrance of our country into the war as almost inevitable.

Let us mind our own business. Let us stay at home. Let us be fair to all the warring nations by refusing them anything that will prolong the war. Is there anything more reasonable than such a proposition?

If we would accept it, we

would not need to fear invasion from another country, we would not need to arm! arm! arm! continually; we would not need to build more battleships nor increase the army by the latest plan of military education in a few of the foremost colleges of America, but we would need to mind our own business.

There are the two propositions I submit to you, citizens, men, women and children of America—Let us stop the exportation of anything to the warring countries that will prolong the war, let us mind our own business.

It has been said that such conditions as armament preparation and national commercialism especially, are a result of the Yankee's ingenuity, of his restlessness and other remarkable qualities, but let us not forget the small number of American people engaged in commerce, let us not forget the large number of them who are not engaged in commerce. Let us not forget the small number benefitted by it, let us not forget the large number not benefitted by it.

A country's needs depends upon its environment. If we were a country like England where commerce is the life of trade and trade is the means of life, we would need a large commerce and need it badly, but in a country like our own where all climates exist (it might be said) where there is raw material of almost all kinds, and factories to change the raw product into a finished product, we don't need to enter into as great a world commerce as we are now engaged in. We don't need to have American ships in all parts of the world.

When we think of commerce we always first think of a reason for having it and that reason is a surplus which the people of the nation can not use. I defy any one to show me the need of the great commercial relations our country is now maintaining. I defy him to prove there is a necessity for exporting a surplus from our country. I defy him to show that there is a surplus which they must export. There would not be the men out of employment today nor millions starving in this land of "liberty" if there was a rightful surplus. The American people want those goods that are sent over to other nations. They want goods which they themselves have made but do not own or cannot buy back because they have not the money.

It is a pretty state of affairs to declare a surplus needed and manufactured by the American people has to be sent over to a foreign country that our country must be foremost in commerce when a people are starving for want of their own-made goods. And it is equally true that as long as a "surplus" is exported from the United States, just so long will there be a large number of the people in poverty and starvation.

Such commercialism, people of America, we maintain and little by little, extending our marine commerce, we are entering upon Militarism. For as I said in a former article, the two, Commercialism and Militarism go hand in hand, both hand maidens of hell!

Let us stop our great commercialized course and stay at home and mind our own business.

WILBERT F. CORNWELL,
Monmouth, Oregon.
February 9, 1915.

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