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ALBANY, OREGON, SATURDAY, NOVEMBER 15

NEXT YEAR'S ROAD-BUILDING

All records for American road-building were broken this year, but the total result is nothing to what may be expected next year under favorable conditions. The expenditure for hard-surfaced highways in 1919 is \$138,000,000. There will be over \$600,000,000 available for that purpose in 1920, including funds from state and county taxes, federal aid, bond issues, unexpended balances, etc.

In order to utilize that great sum, or anywhere near all of it, there must be provided an enormous supply of materials. The United States Department of Agriculture is calling attention to the fact that it will be impossible to obtain the stuff unless the orders are given long before the usual time. It is necessary for manufacturers to have notice of requirements, and it is necessary particularly to make sure of adequate transportation.

Ordinarily contracts are not placed until spring for summer delivery. If the hundreds of miles of new roadway so much needed are to be built next year, contracts will have to be placed during the winter.

The biggest factor in the situation is freight cars. For hauling most of the material needed, open cars are used. There is generally a shortage of such cars in the summer and fall, and a surplus in the late winter and spring. Last spring 250,000 cars were standing idle. The obvious thing to do is to utilize those cars during their normal period of idleness. For this purpose it is obviously desirable to award contracts as soon as possible; in order that shipment of materials may begin early.

Everybody concerned with road-building, whether in a public or private capacity, should take these facts into consideration. Good roads are too urgently needed all over this country to allow any surtailment of construction on account of heedless and thriftless delay.

THE SNAKE AND THE JUICE

This editorial has nothing to do with prohibition. The snake in question is not in any sense imaginary. It is a long, flexible, flat steel wire used by the electrician. The juice is nothing that anyone wants to drink. It is the word used by workers in the lighting force to describe the current.

In the olden days the wiring of a house was a horror in anticipation, in reality and in retrospect. Carpets and floors had to be taken up, plaster often broken. The floors were seldom relaid properly and there were always creaking spots to remind the householder who longed to forget the period of upheaval and the bill which followed it. Nowadays a whole house, no matter how long ago it was built, can be wired and connected in a day or two. This is where the snake comes in. The electrician makes a tiny hole where the switch or fixture is to be, and through it he wiggles his long wire snake. When the snake crawls out at the proper aperture, he pulls the wires behind him—and there they are. The fixtures are connected, the little brass plates put over the holes, and the job is done.

The old objections to having an old house wired have been eliminated. Even the bills are smaller than they used to be—because the work is so much quicker and easier. And the comforts made possible by the "juice" are beyond price.

THE DISEASE ITSELF

While dealing with questions of strikes, lockouts and arbitration, it is well to look deeper. These are only symptoms of industrial disease, not the disease itself. Moreover, they are deceptive symptoms. As Herbert Hoover pointed out in a recently published statement, they "presuppose a conflict of interest," when as a matter of fact here is no necessary conflict. The solution, as Mr. Hoover remarks, is to be found in a "community of interest."

"It is hopeless to seek a solution if we are to set these people up as different classes fighting each other. The worker, the administrator and the employer are absolutely inter-

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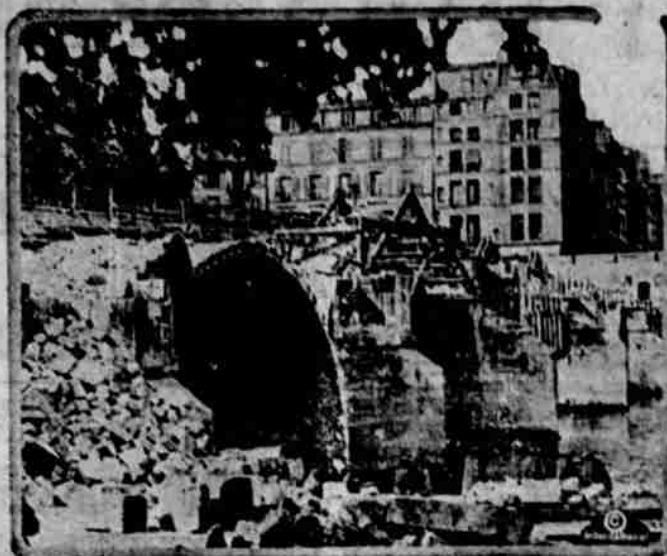
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This photograph shows the demolishing of the famous de la Tourneville bridge over the Seine in Paris to make way for a modern structure. It was built in 1656 during the reign of Louis XIV.

dependent on one another in this task of securing the maximum production and a better division of its results.

"We must find in the relationship of employer and employee some common bridge of actual, individual self-interest in the maintenance of production and the elimination of waste. We must have a contribution on both sides of their full energy, their full intelligence and their full responsibility.

"Maximum production does not lie in the abandonment of the individual reward for effort and intelligence. It lies in a proper stimulation of these qualities of skill and effort, and their stimulation by the only stimulant that is constant in the human character, and that is, enlightened self-interest."

The big industrial conference at Washington was wrecked because it dealt with the mere symptoms, and never got down to real consideration of the disease itself. Other conferences will fail likewise unless they go at the matter differently. Mr. Hoover's suggestions, which are along the line of those given by John D. Rockefeller Jr., and many other thoughtful students of economic conditions, will stand a great deal of careful study, especially by the extreme conservatives of capital and the extreme radicals of labor.

Industrial warfare is more absurd than international warfare. There is no more reason in the nature of things for capital and labor to fight each other than for a man's right hand to fight his left. Surely it is not beyond the power of the human intellect to devise a plan whereby brain-workers and hand-workers, those who possess and those who desire to possess, may help each other instead of hindering each other, and thereby help themselves.

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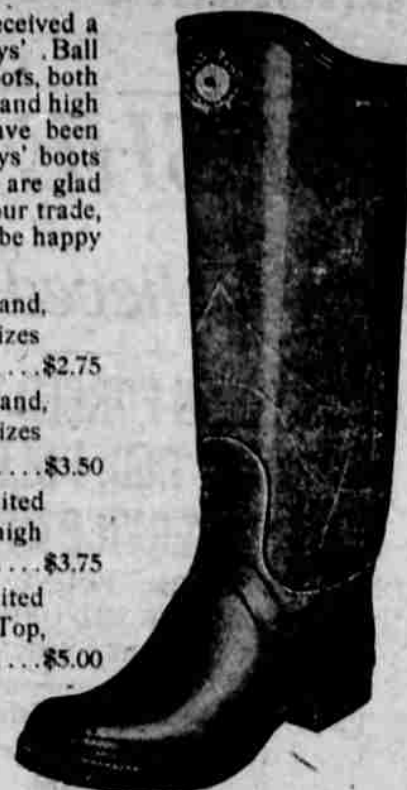
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