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### THE CAUSE OF THEIR REFUSAL

The threatened strike took on a new phase yesterday when the railroad presidents having conferred with President Wilson expressed their determination to stand pat and be satisfied with nothing less than arbitration of all subjects of dispute between them and the brotherhoods. They did not in words so express themselves but intimated it so strongly that no other meaning can be drawn from their acts. They arrived at Washington in a sullen and scrappy mood, and this they maintained throughout the day.

A feature of the day was the production of a mass of telegrams from big manufacturers indorsing their stand. The Capital Journal called attention yesterday to the call made by "The Manufacturers News," an employers newspaper published in Chicago, requesting manufacturers generally to wire the railroad president and indorse the action of the railroads in refusing anything but arbitration; and these dispatches were, no doubt, the result of that call with perhaps additional inducements from the railroad presidents, previously made.

It shows as the Journal suggested yesterday, that the call in the News was "inspired" and that it was the position that the roads wished to take; that is that "the strike had to come some time and it might as well be fought to a finish now."

No other solution of the action of the manufacturers is possible. It is preposterous to even imagine they are so interested in this matter that they would be willing to have their businesses tied up indefinitely by a strike of such proportions as this is sure to be if it comes.

The conclusion becomes irresistible that the action of the railroads is for political purposes, and that only. They would put the president in a hole if they could, so that he would be defeated and a man more friendly to the "big interests" elected.

The basis of their refusal to accept the eight hour day is simply that "it can't be done." Only a short time ago Pacific Mail went out of business because of the La-Follette seamen's law which they said would put them out of business; and this without giving it a trial. Yet they today hoist their flag again on the Pacific and send their big vessels to the Orient, while the law is still in force.

They wanted to force a repeal of the law: They failed. Now they accept it and are in business again under it. The railroads are taking the same course. They are not willing to give the plan of an eight hour day a trial.

Contrast the course of the railroad magnates and that of the men. They heard the president, realized that they owed a duty to the whole country, and by a vote of three to one agreed to accept "any proposition for a settlement the president thought was fair." They in effect submitted the case to arbitration with the president as arbitrator. Are the railroads afraid to do this? They have acted wisely and sanely, and gone much more than half way to bring the matter to a peaceful end, and without injury to the country. It looks very much as though the railroads presidents had gone back to the old Vanderbilt style business, "the people be damned" system. This was the position of the railroads last night. It is hoped that wiser counsels may prevail today and the railroad bosses realize that they are only the servants of the country, not its dictators. They got their fingers badly burned once from trying to run the politics of the country, and received too harsh treatment from an outraged public for so doing. They had about lived this feeling of resentment down, and they will do well to so act as not to cause it to blaze up again.

If, as the war news indicates, the allies have begun another attack on their enemies on the Balkan front, the Bulgars will have to taste of real war. At the same time the Teuton allies will have plenty of work cut out for them to keep them busy at all points. Should Rumania join the allies, and there is always a possibility of this, Bulgarians will realize just what they did to the Serbs.

The Turks seem determined to utterly destroy the Armenian people. They have again refused to permit relief to be sent them, and this refusal is accompanied with stories of further atrocities. It is consoling to think that when the present war is over the "unspeakable Turk" will be driven out of Europe and it is hoped before the Russian bear gets through hugging him that his ribs will be mashed in and his life squeezed out. It is according to the eternal fitness of things that in her hour of need England finds this, her old ally, who owes her presence in Europe to England should be fighting against her. Had it not been that England wanted to use her to keep Russia bottled up she would have been driven out of Europe long ago. This time though England cannot stop the big bear from the far north getting possession of the Bosphorus and an open way to the ocean. Russia will fight before she will be again denied the fulfillment of her dream of centuries, and she will make no peace that does not include a "the freedom of the seas." Between England and Germany the Poles are in about as bad a fix as the Armenians, with the exception that they are only starved to death instead of being butchered. The choice between the two methods of being eliminated is not worth quarreling about.

Portland had its waste paper and rag day, and outside of some minor features it was pronounced a great success. Would it not be a good thing for Salem to try the same thing. Suppose the mayor and council inquire into it, find out what price can be secured for waste paper and rags, arrange for some one to buy them on a given day, and thus get rid of what is now waste by turning it to a good purpose. There is a paper shortage in this country and while getting rid of what is in individual cases just trash, but which collectively has value, at the same time do our little part toward relieving the situation. Besides it will give all the kiddies a chance to gather up a few nickles besides teaching them thrift.

Today the Pacific Mail, which went out of business early in the year on account of the LaFollette seamen's law again hoisted its flag on a new line of big oil burners sailing to the Orient. The company quit in a fit of pique insisting it could not do business under the new law, and this without giving it a trial. The trouble with the company was, that like some politicians, it thought the country would go to the dogs without it, and discovered much to its chagrin that it was never missed. So today it is back at the old stand doing business as of old much wiser, and let us hope, much happier.

The next thing on the program is that visit to Coos Bay. After that following swiftly on each others' heels comes Labor Day, the opening of school, the rainy season and state fair running neck and neck, then comes the election and the settling of bets and Christmas and the first thing any of us know strawberries will be here and the next crop of Riverside Dip poems will be ripe and after that no one cares what happens.

Denmark is not quite ready to sell her West India possessions to the United States, though she will probably be glad to do so when in a position to make the sale. The Danish senators hold that the sale cannot be made until an election has been held to decide the matter.

The Turks are not saying much these days, but every once in a while there comes a dispatch that the Grand Duke has captured another town. If this thing keeps up the Sultan is liable to run out of his rapidly depleting stock of villages.

The public service commission does not approve the action of the Portland & Oregon City Railroad Company in constructing grade crossings in violation of law. However, the crossings are there, and it's the commission's next move.

Hughes in his campaigning tour visited every state in the West, including Portland.



THE MARTYR.

"My wife and seven daughters," said G. Augustus Grimes, "beside the briny waters are having gorgeous times. This climate is a hummer for heat and dust and flies, and so they'll spend the summer beneath more kindly skies." I said, "But why in Cadiz are you thus left behind? Why don't you join the ladies, and drop this beastly grind?" "That girls may have their pleasure, some man must find the dimes, and so I hump for treasure," said G. Augustus Grimes. "I like to sweat and swelter, to give the girls a treat, and so I leave my shelter, and tread the burning street, to earn an extra shilling, that they may have their fun; of course, I'm more than willing to keep them staked with mon. My daughters all are peaches, my wife's a lollipop, and on the ocean beaches long may they bask and flop." Oh, cheerful, manly martyrs, who drag their spavined feet, and toil like gravel carters, that girls may have a treat!



### Crime Against Oregon.

The state highway commission has made formal application to the department of agriculture for \$385,000 of government funds for use in road construction in Oregon, and for every dollar of government funds that may be received the state must put up another dollar. It is set forth in the application that the money is to be used for building what is known as the Mount Hood loop road, the Crater Lake road, the Eugene-Florence-Klamath Falls road and a road to the Josephine caves. Among the first construction is to be the Mount Hood loop, and any remaining funds will be used on the other roads.

If this program is followed out in detail, says the Eugene Register, whose views upon this subject agree with those of The Observer, it will be nothing less than a crime against the struggling people of Oregon who are seeking with every resource at their command to develop their state. The Mount Hood loop road, which is slated to be given first consideration, is neither more nor less than a scenic boulevard. It opens up no commercial territory. It does not help the farmer to get his crops to market. Its part in the real development of the state would be infinitesimal. Its only purpose would be to give wealthy automobilists a new route for a joy ride.

Against the early completion of the Columbia highway no legitimate objection would be urged. This magnificent road is one of the important assets of Oregon, for it is not only one of the most beautiful drives in the world but at the same time provides a means of communication between the eastern and western parts of the state. Its utilitarian value is enormous and its scenic beauty will attract tourist from every corner of the United States.

But the Mount Hood loop is another question. Its utilitarian value is practically negligible. It circles the base of Mount Hood through a wild country that is hardly susceptible of agricultural development—that, at the very least, will be developed more slowly than hundreds of other sections that might be reached by a road. Its chief purpose—its only purpose, it might truthfully be said—is that of pleasure.

The Register does not want to be understood as opposing scenic roads. It does nothing of the sort. But in Oregon scenic roads and commercial roads can easily be combined. We doubt if there is a commercial road in the state that if properly improved would not be a scenic wonder that would draw visitors from everywhere. The Willamette valley, with its growing green fields and its fringe of snow-capped peaks; Southern Oregon, with its wonderful orchards and its delightful climate; Eastern Oregon, that with its wide reaches of shimmering desert broken every few miles by rich irrigated districts—these are all places to delight the eye and warm the heart of the tourist. Yet these areas are the commercial heart of Oregon and money spent on roads that will develop them will pay huge dividends in greater comfort and happiness and prosperity for the people of the state.

Oregon is not an old and rich community and it cannot afford costly frills and furbelows such as the Mount Hood loop road. It is a crime to spend in frivoliety such as this, the money that ought to be spent in making the state a better place to make a living in.

### WILSON SENTIMENT

From the Olathe (Kans.) Register: "I never was a democrat, but I think Woodrow Wilson will sweep the country for re-election this fall," said ex-Governor St. John to a reporter for the Register the other day.

"I am losing the assertion on the attitude of the people in western Kansas," continued Mr. St. John. "While I was in that part of the state during my recent nineteen days tour, I took occasion to sound out my different audiences on the candidates then looming largely in the public eye. Successive references to Hughes, Roosevelt and Wilson brought the most apppell and Wilson brought the most applause for which he has been so bitterly attacked, is, in my opinion, an element of strength. I am not capable of criticizing the government's policy. The old plan of tying two fighting tom cat's tails together, throwing them over a clothes line and letting them fight it out, seems to apply forcibly to the situation in Mexico. But Mexico is no serpent. It was in 1847, it has fourteen millions of people and an advanced civilization in many respects. To whip Mexico into line, as some demand, would be a job, necessitating at least two years' time, the expenditure of billions of dollars and probably the lives of 200,000 men. In addition, as an item of expense, would be the formation of a great pension roll.

"What should we gain by such a war? We don't want the territory. The whole proposition is absurd. Taking it as a whole, we never have had a president more level-headed than Woodrow Wilson.

### IT WAS SOME GAME

The ball game played at the picnic in Woodburn Sunday between Gervais and Woodburn was a record buster.

Quite a large crowd from Gervais as well as from other places were especially interested in the expected game, knowing that Gervais had only been defeated by one team this season. They wanted to see what a tri-city league team could do to Gervais. The crowd was hopelessly disappointed, as Woodburn had only a pick-up team, thinking perhaps they would make a good showing with Gervais, but they were not it at all.

The score was 14 to 2 in favor of Gervais at the seventh inning when the game was called off because everybody was leaving the grand stand. If Woodburn's regular team had played against Gervais it would have made an interesting game.—Star.

### What Is Mr. Hughes' Answer?

(The day after Mr. Hughes' speech of acceptance was published, 37 American writers of nation-wide reputation issued the statement which is printed below. The questions contained in the statement are vital, and answers to them by Mr. Hughes are absolutely necessary in considering his claims to the presidency. Though the high standing of the distinguished writers who prepared the statement fully justifies a reply, Mr. Hughes has paid no attention to the statement, nor replied to any of the questions. In fairness and candor, Mr. Hughes as a candidate for the highest office within the gift of the American people, ought to make reply.)

To the Honorable Charles E. Hughes: The professional writers who sign this letter have small interest in parties, but a very deep interest in democracy. It is our hope, through this voluntary association, to assist in the promotion of honest, educational discussion in order that fundamental issues may not be decided in prejudice and ignorance.

Mr. Wilson's beliefs have been expressed in law and in declared policies. He has made an open record by which he may be judged. Wise choice is not possible unless you yourself make equally specific statement of purposes and convictions.

Without intent to offend, we feel justified in charging that in no single public utterance have you filed a bona fide bill of particulars, nor have you offered a single constructive suggestion. Generalities are without value; blanket criticism is worthless.

What we desire to know, what it is fair that the electorate should know, are the exact details of your disagreement with President Wilson. What has he done that you would not have done, and what has he failed to do that you would have done or propose to do? Honesty and patriotism demand that you put yourself upon record in such manner as to permit people to judge you as they are now able to judge President Wilson. For example—

- 1—Would you have filed instant protest against the invasion of Belgium and backed up the protest with the United States navy?
  - 2—It is a blatant nonsense to talk about action that would have prevented the Lusitania tragedy. The vague advertisement did not appear until shortly before the hour of sailing. The occurrence was one of these things that civilization has made the world regard as incredible. The only honest question is this: Would you have broken relations with Germany at once?
  - 3—Would you have urged upon congress an embargo upon the shipment of munitions to the allies?
  - 4—Would you urge universal compulsory military service?
  - 5—You are frank in stating that Huerta's morals were of no concern to America; does this mean that you would have recognized Huerta?
  - 6—As matters stand today, would you be in favor of intervening in Mexico?
  - 7—Does your attack upon the Wilson shipping bill mean that you are in favor of ship subsidies?
  - 8—You speak enthusiastically of the rights of the worker. Does this imply that you indorse the Clayton anti-trust law and the seaman's bill? Or will you urge their repeal?
  - 9—What are your specific complaints against the federal reserve law?
  - 10—As governor of New York, you opposed the income tax amendment; does this antagonism persist? Do you or do you not believe in paying for preparedness out of a tax on incomes, inheritances and munitions?
- We agree with you that it is a "critical period" by far too critical indeed for candidates to talk in terms of office seeking rather than in simple, earnest language of definite American law.

### Japan Plans to Build 26 New Battleships and Many Submarines

Tokio, Aug. 19.—Japan plans to improve her navy as fast or faster than does the United States builds up its sea fighting machine. At least, that is the deduction made by the Japanese people from the just pronounced plan to spend 250,000,000 to 310,000,000 yen building battles in the next seven years. Exactly what the plan under consideration by the finance department of the government is, nobody knows, but according to the paper Fiji, usually a well informed publication, the outline for "the ideal fleet" calls for about \$150,000,000. Other papers' estimates are a bit lower. A hot debate on the program is expected for the forthcoming session of the Diet because of the expense involved. The program is backed by navy leaders and also, it is said, by the ministers of marine and finance. Newspaper reports have it that Japan proposes to build 3 super-dreadnoughts, two battle cruisers, 11 light cruisers, 10 destroyers and many U-boats.

Respectfully, (signed) Samuel Hopkins Adams, Percy Mackaye, Ray Standard Baker, A. J. McKelway, Ellis Parker Butler, Basil Manley, L. Ames Brown, Merrieth Nicholson, Dante Barton, Albert Jay Cook, Irvin Cobb, Harvey J. O'Higgins, Wadsworth Camp, Charles Johnson Post, J. O'Hara Cosgrove, Eugene Manlove Rhodes, Stoughton Coolay, William McLeod Raine, William L. Cheney, Boardman Robinson, George Creel, John Reed, James Forbes, Opus Reed, Frederick C. Howe, Edgar Selwyn, Gilson Gardner, Wm. Leavitt Stoddard, Frederick Stuart Greene, Lincoln Steffens, Oliver Herford, Augustus Thomas, Prof. Louis Johnson, Frank V. Roonan, Richard Lloyd Jones, George West, Peter D. Kyne.

### BROWNELL SPEAKS AT WILHOIT

Geo. C. Brownell, candidate for state senator, made a red hot campaign speech at Wilhoit Sunday, in which he lambasted the Clackamas county courts of the past, charging incompetence and extravagance in the administration of county affairs. Other counties he declared just as bad. He asserted that Clackamas county courts have wasted \$1,000,000 in roads in the last 12 years, through incompetence.

He declared Oregon the worst governed state in the Union, for the last 12 years, charging the legislature with squandering \$3,000,000 for the chair-warmers at Salem. He expressed himself as opposed to most of the state commissions, particularly the tax commission and the fish and game commission. He declared himself opposed to the convention system, though he admitted he had worked it himself for all it was worth while it was in vogue. His enemies he said called him "sleek." One must be sleek, he asserted, to cope with the crooks that would rob the people of their rights. He promised if elected to the state senate that he would, within 48 hours of his arrival in Salem, place a law on the statute books abolishing the useless commissions and offices that encumbered the state capitol—and many believed him!—Aurora Observer.

### A BIG DAY AT GERVAIS

Wednesday was a big day in Gervais, it being pay day for S. H. Brown's loganberry pickers, which took place at the Gervais State bank. About two hundred pickers received their pay and it took from 9 o'clock in the morning until after 6 in the evening, as considerable time was spent in figuring up their checks. The amount paid out was \$5,000, which is quite a sum to be placed in circulation by one grower. One woman and her five children drew \$140.—Star.

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