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MAKE THE TRUCKS PAY

It is time that a readjustment were made in the division of burden for construction and maintenance of the public highways of Oregon, and of other states as well.

With the building of good roads there has come about a rapid change in the character of use to which these arteries of trade are put. In the early days roads were used for local communication, for the hauling of goods to the primary markets, and for the convenience of citizens within a restricted area.

This is not the case now. The automobile truck and the good roads have made possible transportation of commodities over great distances at low cost and in large quantities. The "ship by truck" movement has increased this tendency and is bound to continue so to do.

This being true it has created a business of using the public highways for a specific business which seeks, and justly so, a profit from

the use of the roads. It is not equitable or just that those who thus use the roads as highways for profit and engage in the business of a common carrier should be furnished a highway at no cost to them other than that which all citizens pay.

For example the man who does a transfer business from community to community should not be given the highway and have it maintained at the same rate as that which a rancher who owns a truck and uses the highway only to bring his produce to market. Nor should the railroads that pay high taxes be asked to contribute to the maintenance of highways for a competitor that contributes little to the maintenance of those roads.

The truck is proving the most destructive enemy of good roads. The owners, many of them, insist upon over loading their vehicles and thus are crushing down the subgraders of the highways and are grinding up the surface, particularly of the gravel roads—which are practically the only roads in this section.

There is no doubt of the benefits which the ship by truck system has over other transportation in many sections of the county and it should be encouraged; but on a fair basis. The general property owner and the man who drives a light car for pleasure only should not be compelled to pay sufficient taxes and licenses to furnish means to build roads heavy enough to carry the enormous loads which commercial trucks convey

over the highways. To readjust this burden in a constructive manner should receive the attention of the coming legislature.

Oregon already is in the forefront of the states with progressive road legislation and this, it seems, is another opportunity for the state to lead the way in fairly distributing the cost of maintaining an extensive highway system.

THE REFERENDUM

The verdict is in. The jury of the American people has decided the case before it. With so many conflicting issues it is hard at this time to declare that which weighed heavily with the voters.

This much is evident. The people of America have declared against the entry of the country into The League of Nations, and at the same time have given a mandate to return to a protective tariff.

In the passing of the present administration from power the United States has followed the course of every belligerent nation in the late war, save England. The successful in the war the party in power has been defeated at the polls, except in the case of the coalition party in Great Britain and there the issue was joined while the full flush of victory rested on the banners of Lloyd George. What the result would be there today is problematical.

Here in the United State the Wilson administration goes the way of Clemenceau in France, and Orlando in Italy. The reports at the time this is written, (Wednesday) indicate a landslide for the republican party. If so the people have assigned to Mr. Harding and his associates a trying task, one that will call forth all of the constructive statesmanship the party possesses. Never in the history of the nation, unless it was in 1865 has the country faced so many grave problems.

The responsibility of the administration-elect is positive. There is no escape for the people have placed not only the presidency, but both houses of the Congress into republican hands. In this success there is also a warning. In 1912 the Wilson administration was placed in power by tremendous majorities. It was returned in 1916, and now it has been repudiated. The same thing will happen to the republican party should it fail to keep into touch with the thro of the people.

That is the task before it, to maintain a constructive program.

HUNDREDS OF SMALL INVESTOR INTERESTED

Ownership of Public Utilities Companies Rest in Public Thru Investment of Savings of Thousands of Citizens.

"Viewed from one angle the electric utility companies might be considered as privately owned, but actually they are publicly owned in the sense that hundreds of thousands of citizens hold their securities and look to them for both service and income" says Floyd W. Parsons in "Everybody's" Business is a recent issue of the Saturday Evening Post.

Frequently, in litigations against electric light and power and other utilities, the term "capitalists" is used in a manner intended to indicate that these utilities are owed, body and soul, by the "big money" interests of the country. If Mr. Parson's information is correct, it is very apparent that the public has been misled in this particular, at least to a considerable degree, as he states that in excess of 1,000,000 citizens of the United States own securities of the electric light and power industry. In addition to this vast number of securities holders, Mr. Parsons points out that each person who is a beneficiary under any one of the fifty-odd millions life-insurance policies now in force in the United States if financially interested in the utilities through the fact that approximately one-third of the total assets of American Life Insurance companies, which are estimated to the approximately seven billions of dollars, are invested in a public utility stocks and bonds, and that the twenty-seven million depositors in American banks financially are interested through the fact that hundreds of millions of dollars of assets of those banks are loaned on electrical utilities securities.

Thus it would seem that a considerable number of the citizens of the United States are directly or indirectly financially interested in the electric light and power industry and in other public utilities and the legislation or adverse action affecting the utilities affects directly the pocket-books of those millions who have loaned their money to the utilities for development purposes.

Heretofore, these facts have not been generally known, we assume largely because the public has been too ready to believe the insinuation, and often the direct charge, that only "big Business" had a financial interest in our utilities.

IDAHO PICKED TO WIN GAME ARMISTICE DAY

Wide Interest in Contest Shown Among Followers of Gridiron Game in Southwestern Idaho and Eastern Oregon.

Boise, Ida.—Idaho's football victory over Whitman, 21 to 7, following the two closely contested games with W. S. C. and Oregon, together with Utah's defeat by Nevada, leads alumni here to believe that Idaho will defeat Utah in the Armistice day game to be played on the state fair grounds, Nov. 11.

If the two teams place their men as they did in Saturday's games, the lineup will be as follows:

J. Brown	L. E. R. Prouse (cap.)
Perrine	L. T. R.
Neal	L. G. R.
Piastin (cap.)	C.
F. Brown	R. O. L.
Ghindeman	R. T. L.
Evans	R. E. L.
H. Breshears	Q.
Irving	L. H. R.
Whitcomb	R. H. L.
A. Breshears	F.
	P. Ferguson

Idaho, with this lineup, will average about 173 pounds, and Utah somewhat lighter.

Irving, the husky, all-around athlete from Rupert, probably will do Idaho's punting, while Ure, who will play opposite him in the halfback position, will do the booting for Utah.

If conclusions can be drawn from the Whitman game, Idaho will put on a pretty exposition of the forward pass, with plenty of nice work from Irving to Howard Breshears. Utah also uses the forward pass to advantage, having made her touchdown against Nevada by an open play from Stiefel to Prouse.

Thorough work is being done on the Armistice day gridiron at the state fair grounds, and the field is expected to be in tiptop condition for fast, open play, if the teams decide to put on that brand of game.

An announcer, with a big megaphone, and a skilled man to dictate to him, will keep the crowds in touch with all the nice turns of the contest.

High school coaches and University of Idaho alumni in many towns are reporting great interest in the event, and expectation of a large influx of out-of-town people have been aroused. Manager Claude W. Gibson has announced that the game will be called at 2 p. m.

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Fordson Farm Tractor---

The Fordson cuts the cost of preparing land almost to half of what it cost with horses. But even more important is the fact that the Fordson saves from thirty to fifty percent of the farmer's time. And time saved—getting fields in shape to plant in the proper season; getting things done when they should be done—means money to the farmer. Besides it helps greatly in solving the labor problem.

As ever, the machine way is proving more efficient, faster, easier than the old way. In the factory, the machine increases production, saves labor—produces more at less cost. And that is what the Fordson does on the farm. The Fordson way is the machine way of farming. Besides it helps the labor problem.

The Fordson's first cost is low; and the after or operating cost is low. It is a compact, easily handled tractor, backed by the greatest tractor service organization in the world.

We are Fordson dealers. Not only do we sell Fordson tractors, but we carry a stock of Fordson parts and employ Fordson mechanics to help the farmers get the best results from the Fordson. Let us demonstrate the Fordson on your own farm.

V. B. STAPLES, Dealer Ford & Fordson

The Best Light

IS THE ONLY KIND YOU CAN AFFORD TO USE

Incorrect, improper light is bought at the price of eyestrain, headache and loss of health. No wonder it is the most expensive!

CHECK UP YOUR EMPTY SOCKETS

Every empty socket in your house is a place from which steady, proper illumination may be had, provided you furnish it with the right kind of lamp to fit the room, the fixture and the voltage of your current.

Too bright light is just as bad for you as light not bright enough—direct light often causes a glare which is bad—in a room with dark walls you need a more powerful light—you should use lamps made for the current with which your house is supplied. These are things you should know.

You can't afford, either from a dollars and cents standpoint, or from the standpoint of eye-comfort and health, to have anything but the right kind of illumination. It's part of our service to show you how to get it—gladly, freely. We want you to have better light. Come and

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works in your town

See how large a percentage of your Red Cross membership dollar stays right here in your own community.

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- to fight disease and make your own community a healthier, and safer place for you and your family.
- to teach emergency aid in case of accidents.
- to save the babies and guard the family health by teaching home hygiene, care of the sick, and home dietetics. . . .
- to give immediate relief to victims of epidemics, explosions, floods, fires or similar calamities.
- to aid in the care of crippled children, deserted mothers, financial stress, etc.

What Is Done With the Rest

50c

is for National uses

The balance of all membership dues is forwarded to the Red Cross National Headquarters at Washington, National funds are composed principally of voluntary contributions. These include amounts still on hand for uncompleted war projects. There is also included the amounts received from membership dues—these National funds are used partly for relief work in foreign lands, and partly for National relief work in the United States, including—

- assistance to soldiers, sailors and marines in camp and hospitals
- assistance to families of service men
- assistance in sudden disasters
- public health and nursing service
- development of Red Cross service program in the United States.

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