

LINCOLN COUNTY LEADER

OFFICIAL COUNTY PAPER

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DISSOLUTION WOULD BE BLOW TO OREGON

Oregon has felt the full effect of the government suit to force dissolution of the Southern Pacific and Central Pacific.

Just previous to the starting of this suit nearly ten years ago the Southern Pacific planned to complete the gap between Natron and Klamath Falls. This was commonly referred to as the Natron cut-off. It would have been a most important addition to the railroad map of Oregon as it would have opened up vast areas of new country and given a second through route to San Francisco eliminating the heavy grades in the Siskiyou.

The Southern Pacific planned large shops in Springfield, Oregon, for the building of cars, locomotives and etc. It purchased several hundred acres of land and was just ready to start construction of a permanent industrial plant which would have employed hundreds of men, when like a clap of thunder out of a clear sky the suit was started to separate the operation and control of the Central and Southern Pacific.

This would have left the Southern Pacific line ending at Hornbrook, California, where it joined what was known as the old Central Pacific. From this point to Tehama, some two hundred miles south, the Southern Pacific would have had no track.

As a result expenditures involving millions of dollars, which were to have been made in Oregon, could not be made for if the dissolution suit was successful the Southern Pacific shops at Springfield and the Klamath Falls-Natron cut-off would have been a useless addition to the system with no outlet of its own south of Hornbrook.

The people could not conceive that two railroads such as the Southern Pacific and the Central Pacific, which while technically two different roads due to different names but which in reality had been a single road under the same management for half a century, would be dissolved and ordered to dismember their property.

The inconceivable, however, has come to pass and Oregon today faces a cruel decision which leaves its main line track severed to the south ending at Hornbrook, California.

Under two separate management the two lines in a junction point with the result that the investment and operation of the system is not only at Hornbrook but at several other junction points where the Central Pacific and Southern Pacific would have to be dismantled from each other.

Selection lies in the power of the Interstate Commerce Commission under authority of the Transportation Act of 1920 to permit consolidation and operation of transportation systems which logically belong in a single unit.

There is unanimous demand that such steps be taken. Oregon was the worst off when this suit was started and Oregon will be the worst off if actual physical separation of management of these roads is carried out.

In its issue of April 26 the Salem Capital Journal, commenting upon the contemplated division of the Southern Pacific Lines and the Central Pacific resulting from a decision handed down by the United States Supreme Court on May 29, has the following to say:

"A PREVIOUS EXPERIENCE"

"In order to favorably influence Oregon public opinion, Union Pacific officials are giving out statements implying, but not promising, the early completion of the Natron Cut-off and Central Oregon lines provided the Southern Pacific and Central Pacific systems are separated. As a matter of fact these lines will be completed, whether the railroads are unmerged or not, for until their completion they are a liability. Construction will, of course, be delayed until the disposition of the Central Pacific is definitely settled.

"Oregon had one experiment with the Union Pacific in control of the Central Pacific and that was when the Union Pacific controlled both the Southern and Central Pacifics from 1902 to 1914 when the Harriman merger was dissolved and the Southern Pacific got out of Union Pacific control.

"As soon as the transportation monopoly was established by Mr. Harriman, the Union Pacific closed the Sacramento gateway, forcing all Oregon traffic to go over the Oregon Short Line or pay the transcontinental rate plus the local rate from Sacramento. To force the opening of this gateway and restore competition for traffic moving from eastern states to Oregon, Salem business men brought suit before the Interstate Commerce Commission. The decision in this case, known as the H. S. Giles & Co. case, was written by Franklin K. Lane then a member of the commission, who stated:

"This petition is brought by certain business men in the Willamette Valley, out of the mistaken belief that this commission has power to order carriers to compete with each other.

"The complainants feel that they are not in a position to receive the full benefit of their location, by reason of the fact that both the direct line and the indirect line are now operated under the same management, which has entirely destroyed the competition that previously existed between the Southern Pacific and the Union Pacific; further that the arrangement has placed them on a lateral instead of a main line.

"The line from Oregon to Portland by way of Sacramento, it is stated by the complainants, was chartered by the government to be operated as one continuous line and was always operated so until the Harriman merger, and the Willamette Valley and the country south thereof was built up accordingly.

"Further comment by the Commission goes to the point that:

"Two routes, which were formerly under separate managements, have been merged and the traffic, which was formerly competitive, is now forced by rate adjustment to move over the more direct line via Portland. From the standpoint of economy of transportation, that condition is beneficial to the railroad and as long as the public receives reasonable rates and prompt service via the direct route there is no substantial reason why the traffic should not follow the line of least resistance. There has been the complaint, however, the belief that benefits are to be had from competition between genuinely rival lines and that this competition cannot be gained when such competition ceases, even under governmental regulation.

"If the Southern Pacific and Central Pacific are separated it will result in the Union Pacific securing the Central Pacific and reestablish the transportation monopoly the merchants of Salem sought to have abrogated in 1912, and materially injure western Oregon by destroying traffic competition at present existing. Furthermore it will place the cities of this section upon a lateral instead of a main line."

STATE INCOME TAX

Federal income taxes are so heavy that congress is urging more taxes upon land.

Because the land taxes are so heavy, state politicians are urging the enactment of state income taxes. It is estimated that federal and state taxes now aggregate 7 cents an hour per capita of the entire population.

But the tax-gatherers and the tax-spenders want more and more land tax and more and more tax earnings and business.

A kind of middle class of official salary-drawers are organized to promote any new form of taxation. The tax investigating commission of the state of Washington has again rejected the state income tax as it did two years ago.

It seems they do not want to place any further obstacles in the way of people, industries and investments coming to that state.

One small western state like Oregon with only 750,000 population is paying this year a trifle like \$80,000,000 in taxes.

No western state has adopted the state income tax except North Dakota, a state that has gone broke under the Coxeyite ministrations of the Townley Non-partisan League.

LEARN ABOUT THE FARMER

Back of all legislation must stand united public opinion which always is to be trusted in this nation when the people have intelligent understanding. Most of our troubles come from imperfect knowledge and consequent lack of interest in public questions. For years this has been the case with the American farmer whose situation and importance until lately has not been even measurably sensed. As soon as the people generally in the great cities as well as in the smaller communities come to realize how much of the nation's prosperity depends on the farm then the wheels of reform will begin to turn with rapidity and all the people will benefit.

Almost half our population is rural, living on six and one-half millions of farms which employ approximately thirteen millions of workers. The value of the annual production of these men is \$19,676,015,000, which is greater than that of mining or of any branch of manufacturing.

What a sad commentary it is upon our legislative intelligence when we realize that in spite of these stupendous and important figures, the income of each farm family or farm mine, whichever way we choose to visualize it, averages only \$2,733.

The province of government is to create prosperity, the greatest good for the greatest number, to harmonize the laws under which we live so that reward shall come to the people in relation to their services. There are between the City Hall in New York and the Battery Wall—a distance that can be walked in ten minutes, thousands of highlanders in the world of speculation who have never done an honest day's work in their lives, but who make often in a day and quite frequently in a week as much if not more than the average farmer makes in a year. It is getting time for the public not only to seek information regarding the farmer, but to insist upon having it. When this demand is felt the information will be forthcoming, and when it is, equitable legislation for the farmer will lead a business development the like of which this country, great as it is, has never known.

Pretty soon the 1:30 a. m. radio will broadcast, "Has anyone seen my husband?"

Did you ever sit in the window of the top story of a big city hotel and look down at your fellow mortals, drilling like ants in the street below? Fascinating to watch the hurrying throng on the crowded city street, isn't it? See them as they are swept along—colorful hands and cornsore feet, there goes grandeur with its false grace and there goes poverty with its fawning face. Rushing, gushing, speeding, spending, paying and playing. Over there on one corner is a little band of people that are actually praying.

Watch the stream of humanity as it ebbs and flows in the street below. That bobbing sea of hats resembles a mob mad with the desire to get somewhere. They are sacrificing health for the satisfaction of some unquenchable desire. Others are forfeiting friends for money. Some are cheating others, cheating, and the morning paper will tell you of some man that was murdered for money.

And as you sit there, perched high in the hotel window sill and watch the mad scramble below, the scene inspires another picture that fits everyone on the street—fits you and fits me—fits you and fits me. Some day they will take you away, forever. Some day they will carry you cold clay to a quiet nook, some lonely spot where arches green ferns a silken robe and there, under the evening stars that shimmer, murmured by the voice of a lonely pine, you'll rest.

And the thought that comes to you is this: Do you want more wealth, or is health the most important thing? Ask the millionaire who has just heard the doctor declare that he is suffering from an incurable disease. He will tell you quickly to take all his money and give him back his health. He will offer to change places with the man who sweeps the streets.

Did you ever stop to think that Saint Peter will not cash certified checks? Do you realize that the tin god of money is no kin to the great God of Mercy? Do you realize that grave worms are no respecters of the rich?

Then, What's the hurry?

A MOTHER'S GRIEF

Because her only son died, a widowed mother gave herself up to a selfish grief, became a recluse and after several years was found dead in her self-assigned prison one beautiful June morning. In the basement of her once spacious and beautiful home, this woman died 'mid the squalor of seven years of excessive indulgence in grief, during which time she refused to see friends, neighbors or relatives. She had inflicted upon her self the bodily discomfort of dirt, and the torture of starvation by the slow process of just enough bread and milk to keep her poor, shriveled soul in her frail body. Insane, you say? At the end yes; but at the beginning, just a victim of her selfish indulgence of grief. Her miserable end revealed her pitiable lack of faith. Deaf to the weary world's cry for help, blind to the needs of her neighbors, indifferent to the suffering of the bodily wounds and the anguish of other people's hurts, this woman nursed a selfish grief—while all about her was the means to help—help materially, generously, with money, if not by personal aid—for this woman was wealthy.

The doors were broken down and the authorities took charge. She was buried, unwept, unhonored and unsung. The distant relatives divided her property and the old world moved on. This pitiful tale is true because the broken-hearted mother, left alone through the death of her idolized son, did not know that the only cure for grief is action, that grief is the agony of the instant, and then should come the chastening influence of fortitude, finding solace in forgetting self in service to others less fortunate or more heavily burdened.

The poor mother's excessive grief created a species of blindness. An idle life is a useless life and a useless life is a wasted life—a crime against God and man.

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C. E. HAWKINS
Attorney-at-Law
Toledo, Oregon

SLAT'S DIARY

Friday—Since the wimmen has got to voting the candidates do a awful lot of calling and tipping there hat and etc. Today a man began to start up and walk and had a card in his hand but Brizz witch is my dog let out a bark and a growl & went for him. He started to run and ma she went and yelled at the dog and then at him and sed That dog wont bite you. What you running for. He turned his head over his sholder and sed. For Sheriff. And went on.

Saturday—Jake and Ted including me tuk a hike out into the country and out on ole man Henrys farm they is a big goat and he cum for me. I got to the fence just in time and he mist me. But his head hit rite xackly where I had ben a 2nd before.

Sunday—We have not dissided on where we will have are Vacation this yr. Pa says that Money is kinda close and tight, anyways its tite even if it aint very close. So he guesses he will let ma and I go away and he will stay at home for us to send post Cards to.

Monday—I rote a note to Jane all in French today. When I told pa about it he sed to me. Why you cant answered No but that dussent make rite French can you. I replied and no diffrence because Jane cant read French neither.

Tuesday—Ma says she dont see why we cant go away for a trip this yr. because it dussent cost us as much to live as it did a yr. ago. Pa sed he new it diddent because h edussent make as much as he did last yr. witch is why it dont.

Wednesday—Tuk a Spin out in the Country with pa and the ford this evening and we broke a Connecting rod and stops in at a old Fashioned Black smith shop to get it mended and they was 1 man a shoeing horses and 1 man shoeing Cys and 2 fellows a whit-telling and Chewing tobacco.

Thursday—They is a new dress maker here in town. She drives around in a nice Otto and has a Bull dog and dresses very stylish and has ben single 3 times so ma herd at the ladsy aid today.

WHAT'S THE HURRY?
Did you ever sit in the window of the top story of a big city hotel and look down at your fellow mortals, drilling like ants in the street below? Fascinating to watch the hurrying throng on the crowded city street, isn't it? See them as they are swept along—colorful hands and cornsore feet, there goes grandeur with its false grace and there goes poverty with its fawning face. Rushing, gushing, speeding, spending, paying and playing. Over there on one corner is a little band of people that are actually praying.

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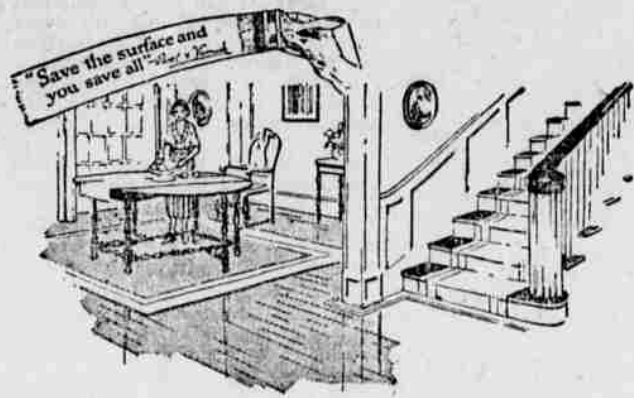
FARMERS' INTEREST RATES LOWER

Washington, June 22. The federal land banks announce a reduction in the rate of interest which is to be charged to farmers for farm loans. The reduction, which is from six to 5.5 per cent, is to take effect at once. In connection with the reduction of interest it is announced that there is also an increase in available funds for farm loans.

VIRGINIA WANTS TARIFF

It is a significant fact that the rank-est freetraders in Congress were perfectly willing to a proposed increase of the tariff on leaf tobacco. Virginia Democrats favor a high tariff on peanuts. It is all owing to whose ox is being gored.—Logan (O.) Republican.

It is too darn bad that men are not what their wives and photographs make them out to be.



Don't Neglect Your Floors

It's fun to paint or varnish them yourself—easy too

FLOORS that have a good finish do not get scared and worn, the finish takes the wear. Well finished floors always look better, too.

If your floors need refinishing and you can't get a painter to do the work, refinish them yourself. You can do it easily—"it's really fun."

Our "Home Service Paint Department" was organized just to help women refinish things about the home. Write for free advice, telling us what you want to refinish and how you want it to look.

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Fifteen-for-Floors Varnish. This varnish is successful for beauty of finish, durability and ease of application. Rolling furniture, boiling water, shoe marks, everyday wear and tear have no effect on this glossy, elastic and durable finish.

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Toledo, Oregon

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Masonic Bldg., Toledo, Oregon

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