

# The Oregon Statesman

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## DIVISION OF OREGON MIGHT RESULT FROM THE DEFEAT OF SENATE BILL 39

Both railroads and auto trucks have failed to serve and develop central Oregon—

The small land owner is crippling the big cattle rancher, and the lack of cheap transportation is making it difficult for both classes to succeed under changed conditions—

The high construction and operating costs of railroads makes it impossible for them to keep their promises for construction in this territory of present low traffic production—

Renewed activity in central Oregon, coming with the auto truck, has been checked and blighted by the fact that the dirt roads of that section will not hold up under heavy truck haul—

The former high class light traffic dirt roads are now either dust and ruts, or mud and impassable at certain seasons, and all hope of hard surfaced roads so magnanimously promised these people a few years ago, when voting for road bonds, is now gone when the present state debt is considered.

While suffering under heavy taxes for hard surfaced roads in the populous districts of Oregon, is the legislature now to deny them the opportunity of constructing the cheap inexpensive kind of roads which fits their own peculiar conditions and needs, and at their own cost and risk, by refusing to pass senate bill 39?

If the gasoline motor driven train on wood rails cut in adjoining forests can be built for about \$3500 per mile, or about one-half the cost of graveling an extensive highway, according to J. P. Newell, why should not the community be allowed to cooperate for its construction and operation?

This is but cooperative marketing of farm produce. Each man will thus not have to go to town with his small load.

If the populous districts of Oregon will neither come to the financial assistance of this great section of the state, or enact senate bill 39 whereby local communities may cooperate in securing transportation, at their own cost and risk, then we should not complain if this section seeks an outlet through San Francisco.

A vote against senate bill 39 will strengthen sentiment for the division of Oregon on the ground of taxation without compensating benefits.

The coast counties, strangled for years by the O. & C. land grant, will be equally benefited by this bill.

Oh well, the unusual usually happens in the weather. district by France and that is that Herr Stinnes is not the whole works.

One thing has been demonstrated by the occupation of the Ruhr There should be no single vote

against the bill to allow outlying districts to help themselves in securing transportation of their products to market.

The legislators are working long hours and faithfully for economy and efficiency, and for constructive measures. The verdict will be, well done, good and faithful servants.

It will be truthfully said, when there is time for conclusions, that the present session of the legislature might have done better—but it will be as truthfully recorded that it did well; better in numerous ways than any of its predecessors.

## EDITORIAL PROVES SENATE BILL 39 NECESSARY

The Oregonian editorial of February 12th, entitled "New Railroads for Oregon Are Next," contains the strongest possible arguments for the enactment of senate bill 39. It states:

"Oregon can best hasten these extensions by working for settlement and development of its vacant spaces. The strongest attraction to railroad building is people producing from the land, for that means traffic, and traffic is the magnet that attracts capital to railroad investments. Unless traffic is in sight or in very early prospect, resolutions and memorials are of no effect, for commissions may order corporations to build roads but they cannot compel people to buy railroad bonds. Without that, an order to build is but a barren decree."

The foregoing editorial states, in substance, that without traffic railroads will not build into the present low producing areas of central Oregon, and though the railroads are ordered by the decree of the interstate commerce commission to build such lines, they cannot build without money and the interstate commerce commission cannot compel people to buy railroad bonds.

The situation is thus hopeless, unless we enact senate bill 39, for how can we get settlers and traffic in central Oregon without first getting transportation? This bill provides for the building of low cost roads by the people benefited, and to be operated by them for their own benefit and not for the benefit of Wall street.

Money to build with, is the key to the situation, according to the above editorial. This can be had without fail under senate bill 39. The municipal improvement districts can be large, as lands will be benefited many miles from the proposed roads. The per acre bonded debt will be very small, compared with the average value per acre back of such bonds. Municipal district bonds of this character will sell, without question, while standard railroad securities are at this time in bad repute.

The Oregonian admits that the expensive type of standard railroads cannot be built under the present low tonnage producing conditions of central Oregon. The railroads know this, also. They have just been "kidding us along" in the past with shallow promises. If they cannot finance the Natron cut-off and the cross-state roads now, when can they? Irrigation projects in central Oregon have been settled and abandoned because the small farmers cannot live without cheap transportation. The great Fort Rock country, Catio valley, Silver Creek and Harney valley have been settled, fenced, cultivated to a considerable extent—and then abandoned for lack of transportation.

Waiting longer will not solve the problem. Low cost roads of wood rails and auto trains will pay under existing conditions, and they are the type to build. If built by the people benefited, they will not build an expensive hard surfaced road adjoining, as soon as the country becomes prosperous, and permit destructive auto truck competition, but will confine heavy freight to the railroad and build less expensive light traffic roads adjoining to carry light passenger traffic. This is one of the unregulated problems wrecking interurban and short feeder railroads which is automatically solved by senate bill 39.

It is one of the causes destroying paved highways and compelling the construction of much thicker and more expensive type than any of us anticipated when the highway program was launched. Lack of a proper solution of this problem will eventually bankrupt both the railroads and the people. We need expect but limited railway construction in Oregon until this problem is solved. If branch lines do not pay now, when will they pay? They will pay less in the future as the fight between the settler and the great cattle companies in central Oregon grows.

Each class is crowding the other to the wall, and both our population and taxable wealth are more likely to decrease than to increase, unless we enact some legislation to fit our peculiar needs. No other state has such a problem to solve. We should not look to other states for a solution. Why delay? Are we afraid of offending the railroads? They cannot escape and leave us in the lurch. They will still continue to operate whether they like our solution or not! Something must be done. Has any one a more feasible and practical solution? If so, no one has brought it out.

Mr. Spencer, general attorney for the Union Pacific system, admitted before the senate committee that senate bill 39 would probably benefit his company. The leading implement dealers in Portland know it will help the settlers, and they have approved the bill. The G. W. Gates company, who purchased and sold forty millions of feet of lumber last year, says their business next year could be doubled if senate bill 39 was in operation. The \$6 per thousand feet they now pay for trucking lumber from the La Pine mills, 33 miles to Bend, would, in a large measure, go to increase profits to the mills and timber owners, if senate bill 39 was in operation.

Mr. Bradford stated to the senate committee that he has plenty of capital in sight ready to finance a large irrigation project in Warner valley if senate bill 39 is enacted. Summer power from this, he states, would be available for pumping from underground water for some 100,000 acres in the Fort Rock district. Many other projects, bringing in millions of dollars of outside capital, could be started if this bill is passed. It will mean new people to help us pay off the great bonded debt under which we are now struggling.

When no state appropriation is required and no direct or indirect obligation is imposed on the state in any way, why not go forward? The Oregonian editorial admits there is no hope for improvement under the present plan. Let the people help themselves. All we have to do is to permit them to go, and senate bill 39 provides them with this necessary machinery for cooperation. It conforms closely to the market road plan so long advocated by the State Grange.

Enact senate bill No. 39, and develop Oregon.

"IF YOU WERE IN HIS SHOES" Of Lincoln stories, as of the making of books, there is no end. And these Lincoln stories it may be truly said that some are good and others are indifferent—depending mostly, thinks a writer in an exchange, upon the story-telling ability of the reporter or biographer who first brought them into the light of print—out of the deep recesses of the goodness of his heart and the ingenuity of his imagination, perhaps!

There is one Lincoln story which deserves the largest corner in the heart of every man who has other men working under and for him; also, it should have a prominent place on his desk where he can see it and comprehend it in a glance for, though the spirit is often willing, the memory, alas, is sometimes weak. Here is the story—revealing as more than a score of volumes could not do, the considerateness, the common sense and the big-souledness of the man.

It seems that an officer had disobeyed or failed to execute an order. "I believe I'll sit down," said Secretary Stanton angrily, "and give that man a piece of my mind."

"Do so," urged Lincoln; "write him now while you have it on your mind. Make it sharp. Cut him all up."

Stanton did not need a second invitation. It was a "bone crusher" that he read to the president. "That's right," said Lincoln, "that's a good one."

"Whom can I send it by?" mused the secretary of war. "Send it!" replied Lincoln; "send it! Why don't send it at all. Tear it up. You have freed your mind on the subject and that is all that is necessary. Tear it up. You never want to send such letters. I never do, though I occasionally write them. Now, pen the kind of note you would have liked to receive if you were in that man's shoes and send that."

A COMMUNITY SPOUSE Here is another case that calls for the ingenuity of a Solomon. Two wives obtain their freedom from a bigamous husband and both appear in court anxious to save him from the consequences

of his act, by remarrying him. The case is more complicated than that of King Solomon, for the baby was innocent. But the husband, by declaring that he had a heart big enough for both, proved that his heart was in reality too small for either. A proposition, therefore, to cut it in two would be like taking two bites at a cherry.—Los Angeles Times.

## BITS FOR BREAKFAST

Here is a prediction: The legislature that will convene two years hence will find the penitentiary self-supporting—

Or a long way on the road toward paying all of its expenses, from its industries. And the appropriation for maintenance will not have to be large.

If the 1925 session does not find the institution entirely self-supporting, the 1927 session will—and there will never have to be any more tax money appropriated for this institution.

It will not only support itself; it will make the money to buy additional machinery; to erect additional buildings; to provide everything it may need, of whatever kind.

And it will become a model prison, with every man (who works receiving a small daily wage; a better wage where his family on the outside is large or especially needy.

And the credit will be due largely to the ways and means committee of the present session, and to the whole membership thereof.

Careful management, with the fewest possible mistakes, will accomplish all of the above. The present session is laying the sure foundations, with good business foresight, and with humanitarian ideals that are worthy of any such body of men.

"If winter comes, spring cannot be far behind."

## BOND ISSUE DISCUSSED IN SCHOOL MEET

(Continued from page 1) through local jealousies. Director Paul Wallace thanked all the visitors, especially the opposition for turning out to give the board the benefit of their views, and opening the way to an ultimate agreement.

Following the general discussion, the board passed on several routine matters of business, and then adjourned.

Swift Construction A recently arrived Irishman and his friend were watching a building going up. "Well, Mike," said the latter, "are you able to build houses as quick as this in Dublin? We start a house in the morning and the tenant is living in it in the evening."

"Begorra, that's nothing!" replied Mike. "In Dublin we start a house in the morning and in the evening the landlord is evicting the tenant for nonpayment of rent."—Boston Transcript.

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Smith Amendments are Killed by State Senate Senator Smith's two proposed constitutional amendments one providing for the repeal of the 6 per cent tax limitation amendment of the constitution, and the other proposing to refer to the people the proposal of repealing the educational millage taxes, were both indefinitely postponed in the senate yesterday by adoption of adverse reports of the committee on resolutions. They are senate joint resolutions Nos. 11 and 12.

Senator Strayer's joint resolution proposing a constitutional amendment to repeal the obsolete provisions in the state constitution covering the salaries of the governor, the secretary of state, the state treasurer and members of the supreme court, was adopted.

## Sentenced

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## A Remarkable New Purchase of COATS

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Extraordinary values await the women in need of New Coats. Our Subway Store is featuring this lot of new Coats (just received from New York City) at prices that will create no little furor. Coats fashioned of splendid material, linings, fur trimmings, etc. Every size from 14 to 18 years and 36 to 44. Colors are Malay and African brown, navy blue, castor, beaver and natural tan. Many are beautifully embroidered in pleasing effects.

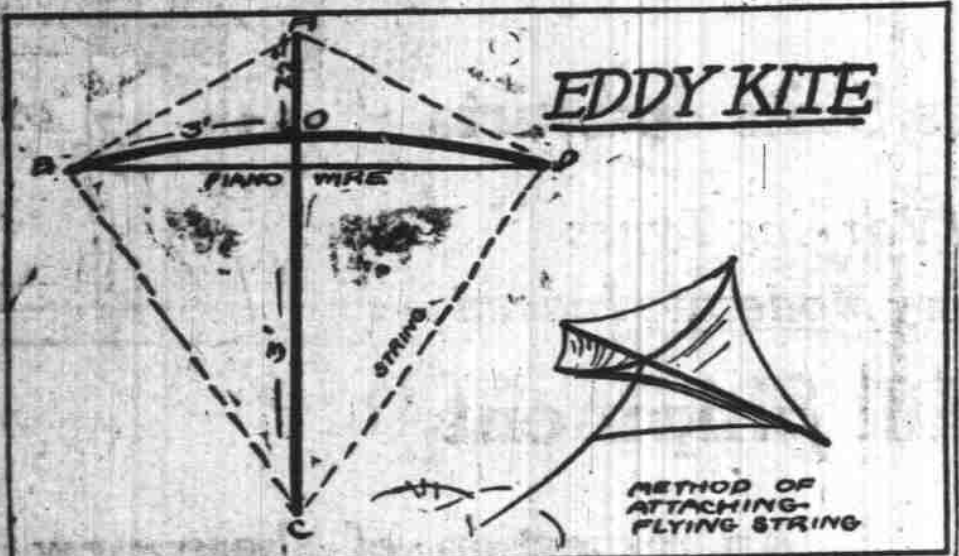
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# The Junior Statesman

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## For Boys and Girls



## NEW KITES FOR WINDY DAYS

How to Make a Tailless Kite Flying kites is so much fun that no boy should allow the Spring months to pass without making eight or ten of various shapes and sizes. There are hundreds of different styles one can construct, and with just a little care in the building every one will fly. Think of the pleasure of flying a kite twice the size of yourself! Or of flying a kite resembling the life-sized figure of some character of the comic page. It can easily be done, and you can do every bit of the work yourself, with hardly any expense.

Be the first boy in your neighborhood to have a collection. After the other fellows have copied you, and have different styles of their own, stage a kite tournament, and charge admission. Make Simpler Kite First It is best to start with the simple tailless kite. If you wish, you can change the size given, making the kite larger or smaller. In making this kite use a soft wood, such as spruce, yellow pine, or white cedar. Those woods are tough and bend easily. Be sure, however, that the material is well seasoned, and has no knots.

The two pieces which make the framework of the Eddy kite should be 7-16 of an inch thick, and about 1-2 inch wide. They are fastened together by small brads, the distance from the top

is not necessary to make it fly, but will only make the paper a little stronger. (Next week: "How to Make a Three-Plane Kite.")

## THE SHORT STORY, JR.

Another Cat Killed by Curiosity This is the tale of a cat. Supposed to be death on the rat. Did the rats shake with fear? When'er Darkey was near? The story below answers that.

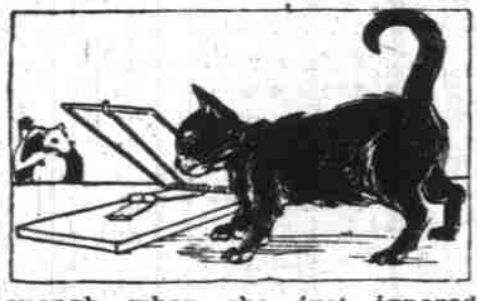
You have all heard that curiosity once killed a cat. I guess that time-honored cat is well known to all. But I am going to tell you about another cat that met her death in the same way. Her name was Darkey.

The barn, house, yard, and even the trees around our place were just infested with rats, so a neighbor took pity on us and gave us Darkey. At first, we were delighted with our new cat. We hadn't had her an hour before she caught her first rat.

Then she started on a tour of the house and barn snooping around behind everything and under everything. Of course we thought she was looking for more rats. Fred and I got a pencil and paper and calculated that if Darkey averaged a rat an hour working eight-hour days, we would be free of all rats in a little over a week and a day.

But Darkey never caught another rat. We did not discover until later that her curiosity being now satisfied she had lost all interest in rats. That was the way with Darkey.

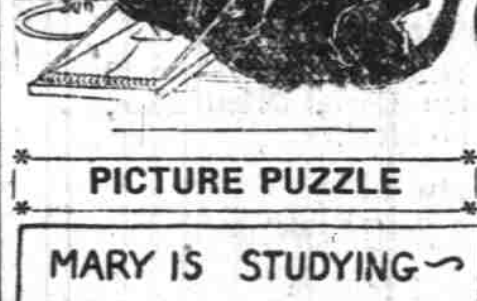
Anything left in plain sight she would stalk right past, paying not the slightest attention to it, but just let me doubt her honesty and hide something away from her, and Darkey would leave nothing unturned until she had discovered the hidden goody.



enough when she just ignored them, but now that she's striking up an acquaintance with them something's got to be done.

That night Fred came home with a trap, one of those made like an enormous mouse trap. Of course you've guessed the end. I immediately thought of Darkey and insisted that the trap be placed where she couldn't get at it. We set it in the wood shed and locked the door. It would have been all right if we had set it out in plain sight, but Darkey never could stand any secrecy. She climbed up and entered the wood shed through the window.

The rats all attended Darkey's funeral, and Fred declares he saw some of them weeping at the loss of their new friend.



## PICTURE PUZZLE

MARY IS STUDYING— BUT JANE IS STUDYING



Answer to Yesterday's: "The Courtship of Miles Standish."