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SATURDAY, AUGUST 3, 1901.

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GOOD ROADS MOVEMENT.

A train of cars pulled into Chicago yesterday after a three months journey through the south, carrying members of the National Good Roads Association. They had been doing valuable work in educating the people on the subject of goods roads. They took with them everything necessary to the making of good roads and actually went to work in the different places making headway. As a stepping-stone visited and constructed roads according of the most potent factors in our nato the modern methods. While in the tional dev-lopment, and it becomes of mental reason why the cars should not south they built a total of twenty great importance as the population of be a part of the streets that are further than the cars should not be a part of the streets. miles of earth highways and three miles of macadam.

This is a work of real merit. It is municipal ownership, and municipal Association is kept alive largley the reads of blevels with the second to a second the second to a second to the s thorugh the efforts of bicycle manufac- its remedy for all the evils of monopoturers, and that they are moved to do lies and special privileges.

It solely by a desire to encourage the Municipal monopolies consist it solely by a desire to encourage the sale of bicelyes in all parts of the rights and special United States. But, even if this be the nature of the case, cannot be postrue, it detracts nothing from the ex- sessed by all the people and can only cellence of the work of the association, indeed, if there be any difference, it the more insures that the association will have an object calculated to keep it earnestly at the performance of its duties for many years to come.

However it may be that the Good Roads association is for the benefit of the bicycle makers, it is for the benefit of the farmer and of all others who use the roads.

interest of the farmer that we have isly any candid man that such busigood roads as it is in the interest of nesses are in their nature monopolistic. In other words, they can be best carany other class of citizens. There is ried on, with the best results to the the same reason for rapid and easy public, under a single management transit of farm produce to the railway and with a single consistent policy. stations as there is for rapid transit of people and goods in the cities.

Here in this county we had a spasmodic movement that lasted a year or two, during which the public roads of things is much better. were somewhat improved, but it was shortlived. At this time nothing is functions of municipalities so that the heard of a general plan for the improvement of the highways, and yet light shall be furnished by public perhaps there is no part of Oregon that needs road improvement as does this county.

Someone should jog someone and inaugurate another movement looking to wards the betterment of the highways.

DOORS OF THE SALOONS.

Tomorrow, Pendleton saloons must Best line of keep closed the front doors. Weak men engaged in harvest work who come to town and become drunk are to be protected. Ladies desiring to pass along the main streets of the town will not be annoyed by crowds of idle men standing in front of the saloons or other places of b usiness.

The order issued and effective tomorrow is upon a compromise basis and has for its reason the argument of expediency. This order by no means goes so far as the law goes for the law requires that the saloons shall not open at all on Sunday. The order is a homeopathic dose of some medicine that was administered in alopathic doses over in Walla Walla during two Pendleton Planing Mill and Brick and Sand, Sundays last past. Inasmuch as the law is much more severe than the order, the saloon men have no just complaint. They may be thankful if they R. FORSTER, - Proprietor. be not compelled to carry out every provision of the law regulating saloons and gambling, for of course, as all Oregon's Most Famous Resort. know, these laws are very little heeded in Pendleton.

Most of the citizens will undorse the city's and state's action and uphold

Average yield per acre in Oregon during 10-year period, 17.7 bushels; Washington, 20.8; Idaho, 22.8.

These figures are somewhat significant and are susceptible of some study. Why should the average yield in Oregon be the lowest of the three states? The soil in the eastern half on which wheat is raised is of volcanic ash, the best for the production of grain that has ever been found. And greater on the average than 17.7 There is only one explanation that ofers itself and that is that the average bas been reduced by the deterioration . s g of Willamette valley wheat lands. It is commonly known that wheat lands in Western Oregon have produced of late years much less than they did when the soil was virgin. And so true has this been that farmers have begun to abandon the culture of wheat in that region.

The state of Washington is younger, while the state of Idaho is the youngest of the three. According to the age and in inverse ratio as to age the average yields run.

Volunteer crops furnish a partial solution, but not a sufficient solution. The deteriorated Willamette valley lands account for Oregon's ranking third on the north coast.

MUNICIPAL OWNERSHIP.

"Municipal ownership sentiment is to the single tax system it may be one proportion in cities and towns.

Three-cent fares may be a step to

privileges be enjoyed by a few. A constant struggle goes on to obtain such privi-leges, with the result of checking and retarding for a long time necessary public improvements. Rival claimants not strong enough to obtain what they want often succeed in checkmating each other at the expense of denying

to the public needed advantages.
Only a very slight observation of and reflection upon the needs of people crowded together in a city, as to facil-ity of moving about, as to communication, as to supply of water, as to sup Indeed, it is quite as much in the ply of artificial light, is needed to sat

> Where competition prevails in such businesses, almost invariably the publie service is inefficient and defective. Wherever there is unity, the condition

> My proposition is to enlarge the means of transportation and communi

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AVERAGE YIELDS OF WHEAT.

From the agricultural department issues a statement of average yields of wheat in the three northwest states during ten years past. The report shows:

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authority and not by private enter-prise, and extend this principle to its logical result of taking under public administration all businesses which require the grant of any special right

or privilege. We have already started on this road, and made considerable progress. In many cities the water supply is a public business; in some cities gas and electric light are manufactured and furnished by public authority; in many cities of Europe and Australia street railroads are owned and operated by the public. Why not go on in this direction till there shall be no more private property in special grants or franchises, and till all business requiring such grants shall be carried on the municipalities?

Under present conditions the adoption of this policy would require the taking over by the public only of the water, gas, electric light and power supply. the telephone and street rail-The evils which a great many timid people fear, as likely to arise from enlarging the scope of the func-tions of municipalities, are trivial in comparison with the evils which are inseparable from the present system.

As long as the great rewards which As long as the great rewards which these monopolies offer to private enterprise are possible, your industries will be hampered, your polities will be corrupted by bribery and frand, and your people will have to pay unnecessarily high prices for these kinds of service, and they will be subjected to daily and hourly in convenience and yexation, owing to the poor ience and vexation, owing to the poor quality of the service. I would not advocate any disregard of

existing rights, or any confiscation of existing property. It would be no vio-lation of existing rights for cities to erect their own plants and to compete for the business as they could readily and successfully do with the present private owners.

It would be no violation of existing the yield in the eastern half is much rights for cities to use their tax powers so as to compel the present private ownership to bear the same proportion of public burdens, according to the va-lue of their property, including fran-chises, which owners of other kinds of private property have to bear.

It would be no violation of existing rights, where the power has not been bartered away, for the cities or the states to regulate fares and rates of compensation, so as to make them yield only a fair return on the actual investment made, rather than upon a nctitious capitalization, based manly upon franchises or special privilege

In short, municipalities ought not to besitate to do what private persons in business do as a matter of course. They should respect the grants which they have made according to their true limits, but doing this, they should take advantage of every right that is left to themselevs to get rid of the present system and substitute therefor a regime of public ownership and op-eration. When this has been done the nist long step will have been taken toward progress in taxation, for there will be an object lesson in the aboi-

Out of mulcipal ownership may come free street cars. There is no funda-mental reason why the cars should not the country gathers in an increasing nished free for the use of all if the proportion in cities and towns.

Three-cent fares may be a step to property paying its just taxes the municipality can afford it.

Street cars may be considered in their relation to the municipality to resemble the elevators in a modern building, free to all who have occasion to use them because they are the property of the municipality and in the na its relation to the single tax system that I see the greatest good in municipal ownership holding, as it does, the promise of a firm and vigorous step to that goal."- Tom L. Johnson.

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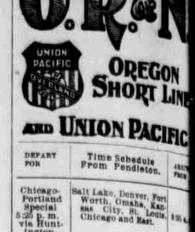
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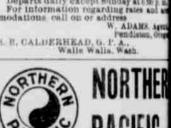
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