

FALLS CITY NEWS

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GOVERNOR HUGHES' VETO

Reasons for Vetoing Certain Bills While Governor of New York.

(Continued from last week.)

The next question asked: "Why did the Governor veto a bill giving an eight-hour day to policemen of New York?"

This is the so-called three-platoon bill. It would have imposed the three-platoon system upon all cities of the first and second classes in the State. The system was opposed by the administrations of New York, Albany, Troy and Yonkers. In his veto message, ("Public Papers, 1906," Page 77) the Governor said:

"I shall not undertake to deal with the merits of the three platoon system. For that is not the question. If it is a desirable method there is nothing which prevents any one of the cities affected by this bill from adopting it. They have ample authority for this purpose under the present law.

"The feature of this bill which requires consideration, and the only reason for its passage is, that by mandatory act of the Legislature it would compel these cities to adopt a particular method of dividing the police force and of arranging tours of duty without regard to the wishes of the citizens or the judgement of the local officers who are responsible to the citizens for the efficiency and proper conduct of their departments.

"This is unjustifiable. Unless we are to give up local government, or remove police administration entirely from local control, the matters dealt with by this bill should be left to the regulation of the local authorities."

The next question is:

"Why did the Governor veto the Two-Cent fare bill?"

The veto memorandum will be found in the "Public Papers of 1907", beginning on page 88, viz:

"The bill represents a policy seriously mistaken and pregnant with disaster. It is of the utmost importance that the management of our railroad corporations should be subject to strict supervision by the State and that regulations compelling the observance of the law and proper and adequate service should be rigidly enforced. It is the duty of these corporations to provide transportation of passengers and goods at reasonable rates, and the State should compel the performance of this obligation.

"But injustice on the part of railroad corporations towards the public does not justify injustice on the part of the State toward the railroad corporations. The action of government should be fair and impartial, and upon this every citizen, whatever his interest, is entitled to insist. We shall make matters not better but worse if to cure one wrong we establish another. The fact that those in control of railroad corporations have been guilty of grossly improper financing and of illegal and injurious discriminations in charges points clearly to the necessity of effective State action, but does not require or warrant arbitrary reprisals. In dealing with these questions democracy must demonstrate its capacity to act upon deliberation and to deal justly.

"It is of the greatest importance not only that railroad corporations should be compelled to respect their public obligations, but also that they should be permitted to operate under conditions which will give a fair return for their service. Upon this depends

not simply the security of investors, but the security of their employees and the protection of every form of industry and commerce through the maintenance and extension of necessary transportation facilities. Nothing could be more opposed to the interests of the community as a whole than to cripple transportation corporations by arbitrary reduction of earnings. It may be said that a two-cent passenger rate is not so extreme as to have a very injurious result. But this is a debatable question. Large and prosperous suburban communities have been built up through the offer of commutation rates much less than the proposed maximum. Upon the maintenance of these rates many thousands of our citizens rely. Considerable differences exist between the railroad corporations with respect to the territory they serve and the cost of service, and it is manifest that what would be fair for one might be far from fair for another. An arbitrary dislocation of tariffs by the fiat of the Legislature without investigation is a matter of serious concern. The best that could be said for such legislation would be that it should be regarded as an isolated case and not as a precedent. For if fiat freight rates, either for all commodities or for different kinds of commodities, were similarly to be fixed by the Legislature without investigation or proper ascertainment of their justice, our railroad business and our industrial and commercial interests would be thrown into confusion.

"I do not mean to be understood as saying that a maximum two-cent passenger rate would be unreasonably low. It might be high enough in many cases. Possibly it would be high enough in all cases. I fully appreciate the fact that those who have promoted this bill believe that such a rate would be fair. But I deem it most important that the policy of dealing with matters of this sort arbitrarily, by legislative rule of general application without reference to the demands of justice in particular cases, should be condemned. Every workman, every tradesman, and every citizen believing himself to have aught at stake in the prosperity of the country, should determinedly oppose it. For it not only threatens the stability of business enterprise which makes our prosperity possible, but it substitutes unreason for sound judgment, the ill-considered demands of resentment for the spirit of fair play, and makes impossible patient and honorable effort to correct abuses."

SUNDAY CLOSING LAW INVALID

Judge H. H. Belt, in the circuit court, held that the Dallas city ordinance prohibiting the opening of theatres on Sunday was in direct conflict with the state law, which the supreme court has held specifically exempt from the operation of the Sunday closing law. The decision was rendered in an appeal taken by O. C. Smith, who was recently convicted in the police court for keeping his theatre open on the Sabbath.

REV. MARCUS B. PAROUNAGIAN

A native Armenian will give his great lecture, "Turkey and Mohammedism" at the M. E. Church on Tuesday, August 15, at 8 P. M. Rev. Parounagian will appear in the costume of a Mohammedan priest, will represent their mode of worship and will sing in different languages. Admission 25c. Children from 10 to 15 years 10c.

UNDERGOES OPERATION.

Herschel Lewis, who was injured last week by the explosion of a dynamite cap underwent an operation Monday and the left eye was removed. A piece of copper measuring one-sixteenth of an inch was taken from the eye. It is thought that the sight of the right eye can be saved. Up to the present time he is resting easy.

LOST.

On Sunday evening Aug. 6, between Mrs. Frank Butler's Oakhurst farm a small brown leather handbag belonging to Mrs. Randolph Butler. Anyone kindly returning the bag to either Mrs. Frank, or Mrs. Randolph Butler will be rewarded for their trouble.

Mable Baker of Salem and Ivan Nelson and Leslie Griffin of Woodburn motored over to Falls City last Friday and visited Mayor Griffin and family. They were so delighted with the city that they had to leave in the night in order to get away.

The members of the Christian church Sunday School went to Dallas Sunday and attended the Sunday School picnic given there. The churches of the vicinities were well represented at the gathering. The morning, afternoon and evening sermons were ably delivered by the ministers selected. Transportation was made by auto truck driven by Harley Kerr.

Mrs. Jessie Moyer and Gertrude Moyer gave a silver tea at the home of Mrs. Jessie Moyer Wednesday afternoon from 2:00 to 5:00 o'clock. The attendance was good and the refreshments fine. Mrs. I. G. Singleton and Miss Hammond entertained the ladies with their excellent readings and the afternoon was a pleasure to all. Sixty ladies were present.

Joe Aufdemauer of Hebo was in town this week.

Uniting Learning and Labor THE OREGON AGRICULTURAL COLLEGE

In its Six Schools and Forty-eight Departments is engaged in the great work of uniting Learning and Labor.

Forty-eighth School Year Opens SEPTEMBER 18, 1916.

Degree Courses requiring a four-year high school preparation, are offered in the following:

AGRICULTURE, 16 Departments; COMMERCE, 4 Departments; ENGINEERING, 6 Departments; MINES, 3 Departments; FORESTRY, 2 Departments; HOME ECONOMICS, 4 Departments; and PHARMACY.

Vocational Courses requiring an Eighth Grade preparation for entrance are offered in Agriculture, Dairying, Commerce, Forestry, Home Makers, and Mechanic Arts. Pharmacy with a two-year high school entrance requirement.

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Address THE REGISTRAR, 1 W. 15-16 to 2-7-16 CORVALLIS, OREGON

EXPERT NAVAL GUNNERS

From Collier's

As a successful newspaper publisher the Secretary of the Navy is a strong believer in the power of advertising. But he is of the old school. In recent years a new code of ethics in advertising has been established. It is considered improper to print certain classes of advertising and unprofitable to put out any advertising matter that tends to delude the reader. Unfortunately, Mr. Daniels does not appear to be more critical of the advertising he circulates for the Navy Department than he is of the kind he takes over the counter in his newspaper office. Like the theatre, the circuses, and the movie shows, the Navy Department maintains a sort of

"publicity bureau." The press agent at the head of this bureau is an engaging writer who, if he should leave Washington, might find congenial occupation for his pen in preparing circulars for copper-mine stocks for sale on "the curb" in New York. Collier's feels peculiarly annoyed with this publicity person because it was beguiled by his tuneful inaccuracies into praising the recent target practice in the Atlantic. Forgetting the enthusiastic reports from the same source on the really scandalous cruising performance of the submarine fleet, we accepted the press agent's statement that the marksmanship of the fleet has been vastly improved and is now most satisfactory. Since then we have received what we believe to be an accurate account of the practice in Cuban waters in February and March, 1916. Here are the figures for six of the battleships:

Ships	Shots Allowed	Hits
Nebraska	126	10
Kansas	126	5
Louisiana	126	10
Virginia	126	12
New Jersey	126	13
Rhode Island	126	1

An official of the Navy Department has since told the newspapers that the marksmanship of the fleet has improved 40 per cent in a year. If that is true, it might be interesting to know how near the Rhode Island came to hitting any thing last year.

DEDICATE NEW CITY HALL.

The City Council met in their new hall Monday night in regular monthly session. The usual business was transacted and an ordinance discouraging the culture of Canada Thistles and other noxious weeds was passed. Some discussion arose as to the cost of repairing the building and for awhile it looked as though there would be an illuminated session. However, the "spirit of Wilson" seemed to be hovering in the heated atmosphere and "watchless waiting" was restored.

The office of councilman-at-large was declared vacant and H. E. Starr and F. K. Hubbard were nominated. The first and second ballot stood 2 for Starr and 3 for Hubbard. On the third ballot Hubbard 4 and Starr 1.

Sometime during the performance a number of ladies quietly entered bearing suspicious looking bundles. The way Geo. March kept his eyes glued upon the aforesaid packages it might be presumed that he suspected that they might contain a bomb or some infernal machine. However, when the delicious aroma began to pervade the atmosphere Mr. Selig made haste to make a motion to adjourn and everyone wanted to second it.

The ladies then appeared in all their glory spreading all sorts of delicacies before the hungry gaze of those present. That justice was done would be putting it mild. Sandwiches, pickles, cakes and coffee were speedily engulfed by the innocent bystanders. Selig was in favor of offering a resolution to repeat the dose at least once a month.

Just who is responsible for this outburst of hospitality is not definitely known, so it will probably be safe to accuse all the ladies present.

- Mrs. I. G. Singleton,
- " N. A. Selig,
- " C. E. McPherrin,
- " Harley Griffin,
- " C. L. Hopkins,
- " G. W. Brentner,
- " Geo. March,
- " M. L. Thompson,
- " F. M. Hellwarth,
- " Grace Hansen.

7 Day Midsummer Clearance Sale

BEGINNING SATURDAY AUGUST 12 AND ENDING SATURDAY AUGUST 19th

We inaugurate a sale of summer merchandise making it to your decided advantage to avail yourself of this cut price buying opportunity.

CLEARANCE SALE	MUSLIN UNDERWEAR SALE
Ladies white rubber sole Oxfords \$1.75 and \$1.50 Oxfords sale \$1.29	\$1 Gowns, sale79
Boys 80c Rubber sole Oxfords sale69	\$1.50 Gowns, sale \$1.29
Men's \$1 Rubber sole Oxfords, sale89	\$2 Gowns, sale \$1.49
Men's \$1.65 Rubber sole Oxfords sale \$1.39	25c Corset covers, sale19
	All other kinds of muslin underwear cut in price for quick clearance.
1-2 PRICE SALE OF All ladies dress hats.	SALE MEN'S UNDERWEAR
1-2 PRICE SALE OF Ladies Leather Oxfords.	An excellent grade of Union Suit sale, price44
A great bargain at just 1/2 price!	50c Shirts and drawers sale .39

Reduced Prices On Bathing Suits

Reduced Prices Summer Dress Goods.

Reduced prices on various other items--Come and look around during this one week sale.

SELIG'S, Cash Price Store, "Meeting and Beating Competition".

Coos Bay Railroad Jubilee Boost for Coos

The Greatest Celebration in Years

Coos Bay County invites the world to celebrate the coming of the railroad. Hospitality is the keynote of this celebration

- PROGRAM
- NORTH BEND DAY**
Aug. 24th
- Band Concerts—Speaking Ceremonies—Dedication Simpson Park Street Carnival—Water Sports—Parades—Driving Goldenspike.
- COOS COUNTY DAY**
Aug. 25th
- Trips by rail and boat to Coquille, Bandon, Myrtle Point, Powers, Coos Bay, Mussell Reef, Sunset Bay, Cape Arago, Sea food dinner at Charlestone Bay. Fishing at Lakeside—Launch trips on Coos Bay.
- MARSHFIELD DAY**
Aug. 26th
- Industrial Parade—Water Sports—Auto Racing—Illuminated Launch Parade—Fireworks—Dancing—Horse Racing.

Low Round Trip Fares
On Sale Aug. 21 to 26 inc. Return limit Aug. 31
Ask local Agent
John M. Scott, Gen. P. Agt. Portland, Oregon

SOUTHERN PACIFIC LINES