

FALLS CITY NEWS

VOL. XIII

FALLS CITY, OREGON, SATURDAY, APRIL 7, 1917

No. 32.

LAWS THAT MAKE CRIMINALS.

The idiocy of some of the freak legislation foisted on the people of different states causes great suffering and crime.

Press reports say that in an eastern state a garment maker who had contracted what was claimed to be tuberculosis was barred from working at his trade.

He had a family and six children and the edict of the board of health cut him out from all chance of earning a livelihood.

The mother tried by all kind of work and hardship to support the childrer and the father who was debarred from supporting them.

The state that enacted this law and the board of health that enforced it against the bread winner did nothing to help the family.

Finally in the blind desperation of motherlove the woman stole food for her suffering children and was arrested and put in jail.

The family had been industrially annihilated by law and the decree of the state medical board but the man grew well and strong.

The man was humiliated, the innocent children suffered, and the mother driven to crime by a law that made no provision for the results of its enforcement.

These half-baked laws do more harm than good, producing crime and pauperization and the common sense of the judge refused to send the mother to prison.

Laws that interfere with a person making a living at any honest industry should provide for those who suffer from such laws.

LABOR VERSUS POLITICS.

The Labor Clarion of San Francisco does not believe in the great variety of compulsory labor legislation. "The faddists who are at the present time advocating all sorts of compulsion for the workers, such as compulsory arbitration, compulsory sickness insurance, compulsory military training, etc., as a general rule, know that they are not to be caught up in the clutches of the law they so vigorously advocate."

The above quotation is significant because it is from one of the most radical and progressive organs of unionism.

The professional politician who advocates all kinds of compulsory labor laws not only injures industries, but injures the cause of labor.

The political reformer sees a chance to buy votes by advocating some form of compulsory labor legislation and he put through a new law.

Those who toil are "caught up in the clutches of the law," and the politician who put it over is looking for new bait for vote catching.

STRAIGHT TALK.

It is all very well for certain zealous citizens to keep their patriotism at a high temperature, but they ought not to permit the pot to boil over. We have no use for the jingo or the firebrand, but the most contemptible of all these patriots-on-parade is the fellow who openly questions the loyalty of all those who do not happen to be shouting their patriotism from the house tops. We mean the fellow who would measure a man's patriotism by the amount of noise he makes.

An acute situation has arisen in this community that threatens to create extreme dissention and do gross injustice unless the vicious propaganda is promptly stamped out. A goodly number of our best citizens have been made the victims of sinister sus-

picion suspicion and an attempt has been made to create the impression that they are involved in an intrigue against the government. The only basis for this insidious accusation is that they happen to be of German birth and expressed personal sympathy with the German cause at the outbreak of the war and prior to the trouble now brewing between the two countries. All of which was plausible at that time, and in no sense should reflect upon the genuine Americanism of these men when the real test comes.

We hold no brief for the men who have been maligned. They need none, for their public and private records as leading citizens of the commonwealth speak for themselves. Appreciating the ties that bind them to the fatherland, we have only the most profound sympathy for the suffering that they must naturally experience. To censure them now is criminal. For when the real time does come, we look to see every man of them step to the front, and by their deeds of devotion to the country of their adoption, put to shame the exclusive school of ultra-patriots who dare to point the finger of suspicion at them now.

In the meanwhile, those who persist in prematurely judging the patriotism of others, and who would scatter broadcast the seeds of their own evil suspicions, convict themselves of being on a par with traitors. They are undesirable citizens themselves and will prove a curse to any community that countenances their pernicious activities.

We cannot afford to tolerate the character assassins any longer. Bad blood is brewing about the city, and it is high time that the dirty tactics be abandoned.—Goodwin's Weekly.

INGERSOLL'S POLITICAL MAXIMS.

Nobility is a question of character, not of birth.

To be self-respecting we must be self-supporting.

He loves his country best who strives to make it best.

He who commends the brutalities of the past, sows the seed of future crime.

To the well developed, to the strong, life seems rich, obstacles small, and success easy.

Hope is the almost universal liar who has never lost his reputation for veracity.

Justice should remove the sandage from her eyes long enough to distinguish between the vicious and the unfortunate.

When perfectly civilized one of the necessities of man's life will be, that the lives of others shall be of some value to them.

Liberty is the air of the soul, the sunshine of life. Without it the world is a prison and the universe an infinite dungeon.

A man should allow himself to grow, to bud, to blossom and bear fruit, and not be satisfied with the rotten apples under the tree.

A politician is a man who wants his country to do something for him; a patriot is one who wants to do something for his country.

Courage without conscience is a wild beast. Patriotism without principle is the prejudice of birth, the animal attachment for place.

"My gracious!" exclaimed the beautiful creature as she rushed past at terrible speed. "Don't detain me! I'm going to the doctor to be vaccinated! Brother Willie has adenoids, and I don't want to get them. I've tried all my life to keep from being exposed to them."

SHALL WE SAVE OR INVEST.

What caused the war in Europe? In the last analysis this: France rented money, while Germany made money work.

The French are the money lenders of the world. They save and lease their savings at low rentals (interest) to those who know how to use it.

The Germans also save. But instead of lending their money, renting it, they make it perform to its full earning power. The Germans took their savings and backed each other in industry.

Jean, the Frenchman, bought a bond—he rented his money. Harts, the German, bought a share of stock—and made his money work for him.

And so France stood still with an income that gave her a living and nothing more. Germany went ahead by leaps and bounds, her expanding industry absorbing world trade until she became a menace to those of other nations who make their money work.

The clash—regardless of how it started in the present instance—was bound to come.

There is meat in this thought for all of us. In spite of the prominence which Wall Street gains on the front pages, the great mass of American savers are money renters not investors. They rent their money to savings institutions at low interest. They are ultra-conservative.

A recent book is causing animated discussion in financial circles. It is written by H. L. Barber, a Chicago financial expert, and it is called: "Making Money Make Money."

In this volume the writer has called attention to the rapid concentration of wealth in a few hands. I maintain the theory that this wealth could be largely distributed if the public could be taught to invest its savings.

In other words, the average American saver rents his money to those who know how to make it work, and who have the courage to make it work. Those who have this knowledge are the few who are gathering all the wealth. The money lessors are struggling to a competence through bitter years of penurious sacrifice.

The whole flow of financial advice given to savers is toward this ultra-conservatism, this system of renting out savings. The ones who do not heed this advice are the richest men in the land.

When E. H. Harriman died his strong boxes were found to contain many shares of worthless stock. But those investments which had been winners made the losses trivial by comparison.

J. Pierpont Morgan left behind him plenty of "undigested securities."

These men were investors, who make money do work. They make their mistakes. But their eggs were never all in one basket. When they lost they lost moderately. When they won they won big.

Tony with the pushcart invests \$10 in stock and makes this investment earn 25 per cent a day. But even this concrete example of the earning power of money fails to teach him the lesson. He deposits these earnings in a savings bank and gets 4 per cent interest on them, while those who invested in the saving bank's stock are receiving from 20 to 40 per cent profits on their money.

When Tony accumulates \$1,000 he takes it back with him to the old country. If he had learned to make money work he would be here still getting rich.

The moral is this: Don't rent your money. Be conservative in your investments, but invest. Have faith in your fellow men. Back their brains and your own judgment. Don't have your eggs all in one basket. Make your savings work for you, and you are headed toward wealth.

RAILROAD SITUATION IS NOW LARGELY UP TO CONGRESS

Must Share Responsibility in Future Development.

ROBERT S. LOVETT'S VIEWS

"Unification of Regulation is Essential." A Complete, Harmonious, Consistent and Related System Needed—Federal Incorporation of Railroads by General Law Favored.

Washington, March 26.—Responsibility for the railway development of the country, for providing necessary transportation facilities to care for the growing business and population of the country, now rests largely with congress and not entirely with the railroad managers. This was the statement of Judge Robert S. Lovett, chairman of the executive committee of the Union Pacific system, to the Newlands joint congressional committee when that body resumed its inquiry into the subject of railroad regulation this week.

In making this statement of the changed conditions of the railroad situation Judge Lovett undoubtedly had in mind the decision of the supreme court on the Adamson law, handed down last week, which establishes the right of the federal government to fix railroad wages and to prevent strikes. This decision is regarded by railroad men and lawyers as marking an epoch in the development of transportation in the United States.

"We have our share of responsibility," said Judge Lovett, "but it rests primarily on congress. When the government regulates the rates and the financial administration of the railroads, the borrowing of money and the issuance of securities it relieves the railroad officers of the responsibility of providing and developing transportation systems, except within the limits of the revenue that can be realized from such rates and under such restrictions."

"For a country such as ours, for a people situated as we are, to blunder along with a series of unrelated, inconsistent, conflicting statutes enacted by different states without relation to each other, instead of providing a complete and carefully studied and prepared system of regulation for a business that is so vital to the life of the nation, is worse than folly."

He summed up the present problems and difficulties of the railroads as follows:

First.—The multiplicity of regulations by the several states with respect to the issue of securities, involving delays and conflicting state policies generally dangerous and possibly disastrous.

Second.—The state regulation of rates in such a manner as to unduly reduce revenues, to discriminate in favor of localities and shippers within its own borders as against localities and shippers in other states and to disturb and disarrange the structure of interstate rates.

Third.—The inability of the Interstate Commerce Commission, whoever the commissioners may be, to perform the vast duties devolving upon it under existing laws, resulting in delay—which should never occur in commercial matters—and compelling the commissioners to accept the conclusions of their employees as final in deciding matters of great importance to the commercial and railroad interests of the country.

Fourth.—The practical legality that has been accorded conspiracies to tie up and suspend the operation of the railroads of the country by strikes and violence and the absence of any law to compel the settlement of such disputes by arbitration or other judicial means, as all other issues between citizens in civilized states are to be settled.

Fifth.—The phenomenal increase in the taxation of railroads in recent years.

Sixth.—The cumulative effect of these conditions upon the investing public, to which railroad companies must look for the capital necessary to continue development.

"We believe that the unification of regulation is essential," said Judge Lovett, "and that with the rapid increase of state commissions in recent years congress will in time be compelled to exercise its power in the premises. To unify regulation there should be a complete, harmonious, consistent and related system. We believe the best, if not the only practical plan, is the federal incorporation of railroads by general law, which will make incorporation thereafter compulsory, thus imposing on all railroad companies throughout the United States the same corporate powers and restrictions with respect to their financial operations and the same duties

BARGAINS! BARGAINS!

Having bought out Mr. Brentner's stock I have established a bargain section of various items and remnants.

Call in and inspect, you will find some excellent values.

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

WE SELL THE BEST GROCERIES

Today, tomorrow, or next week you will find the best that can be bought at any time or any place.

SHOES AND LOGGERS SUPPLIES

Prices as low as consistent with first-class merchandise.

FALLS CITY LOGGING & LUMBER CO.

HAVE A DESTINATION

Mark out your route before you start. Have an object in working, earning, saving. A business for yourself, a wife, a home, an education, a pleasant trip. Have a fixed idea, an end to be accomplished, and a check account with this bank. The man with a Bank Account and a Destination is pretty sure to Arrive.

BANK OF FALLS CITY.

and obligations to the public and the government, so that every investor will know precisely what every railroad corporation may and may not lawfully do."

Judge Lovett contended that the solution of these problems and difficulties rested with congress. He told the committee that under the constitution the authority of the federal government is paramount, that congress has the power to legislate for a centralized control of railroads under federal charters and that it only remains for that body to exercise that power.

What has become of Mr. High Cost of Living. He must have gone back to visit his wife's relations, for we have not heard a thing about him, aside of course from the agonized groans of the people who have to pay his tribute.

We used to worry when people said something unkind about us. Now we worry when they don't for then we're afraid we've not done the right thing.

Now that we must fight Germany let us do so with a free hand and not take up the family quarrels of European countries. President Wilson says that we have been badly treated on the high seas, which certainly is a matter entirely foreign to the subject. The American people must not shirk their duty. The idea of going to the trenches in France to take a hand in a war of the other fellows choosing.