

Independence Enterprise

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MEMBER OF THE STATE EDITORIAL ASSOCIATION.

Friday, May 25, 1917.



America, to thee
We pledge our loyalty,
Mind heart and hand;
Thy laws be wisely made
And faithfully obeyed,
Thy honor ne'er betrayed—
God keep our land,

EVILS OF DUAL REGULATIONS.

It is easily apparent that with congress and the Interstate commerce Commission pursuing one course and the legislature and railroad commissions of 48 states pursuing another, it is only a matter of a short time until the railroads of the United States will be forced by impaired credit to abandon improvements, betterments and extensions and, what is worse, begin to lower the quality of the service.

The efforts of congress and the Interstate Commerce Commission have been largely confined to regulation of rates and service, practically the only two phases of railway regulation involving the general welfare and in which the public is at all concerned.

The efforts of state legislatures have been largely devoted to the passage of "stuffed" crew laws, train limit laws, electric headlight law, laws requiring numerous and in many respects useless reports, and other laws whose only purpose is to require more pay for less work and the employment of men with nothing for them to do, while the state commissions have been largely engaged as umpires between rival communities, hacking away at rates because one community thought that another community encroached too far on its territorial monopoly, with little or no thought of the vitally economic fact that 85 per cent of the commerce of this country is interstate and that the thing which concerns the public most of all is a system of reasonable interstate rates. This is essentially true of the long-haul west whose products must be moved on interstate rates thousands of miles to the markets of the East.

The "stuffed" crew laws (erroneously called full-crew) enacted by the various states for the sole purpose of creating more jobs have increased the cost of service to the public more than \$4,000,000 a year and apparently the end is not yet, and other companion legislation has raised this burden to \$28,000,000 a year.

Laws and orders of commissions requiring reports have occasioned an increase of 88 per cent in the number of general office clerks and an increase of \$44,000,000 a year in the cost of general clerical service. Here alone when added to the \$28,000,000 is an increase in cost of service of \$72,000,000 a year, practically wasted, whereas if left in the treasury of the railroads would have served as a bias of \$1,440,000 of credit for new construction betterment, repairs and improvements of the service.

Due to these various laws and orders of commissions the railroads in the year 1915 were required to make 2,991,776 reports the expense of which ran into the millions.

Either in the form of increased rates or decreased service these burdens must ultimately fall on the public.

All of which emphasizes the importance of the pending congressional investigation of the conditions for the purpose, let us hope, of investing some federal tribunal with exclusive regulatory authority over arteries of commerce.

Steamer Trunks at MOORE & WALKER, Complete Home Furnishings

GIVE UNCLE SAM A FAIR SHOW.

Collier's edited by Mark Sullivan is not noted for reactionary or standpat conservatism. It is progressive in spirit which is not true of all politicians.

But it takes American view points in placing business interests foremost and giving Uncle Sam an equal break in the markets of the world—a free field.

It does not believe in giving railroads, foreign shipping, manufacturing and other large interests the axe for merely temporary political effect.

It publishes an interview with Judge Gary of the U. S. Steel Corporation in which he says: "Corporation managers should from high motives of honor and integrity live up to their great public responsibilities and where these motives are inoperative, they should be forced to do so."

As to real preparedness to handle the commerce of the world Judge Gary says: "The first step, however, is the repeal of existing laws hampering the chance of development. The LaFollette Act should be repealed; also any other restrictions should be repealed or modified which deter capital from such an enterprise. The time has come when the need of sufficient transportation facilities in our own hands is felt more than ever by large exporting concerns. Capital would be forthcoming as never before if American capital were given a fair show in competition. Our own company would probably buy forty or fifty ships if we could operate them without these vexious restrictions."

THE SHOE ON THE OTHER FOOT.

Non est us used to think much about it when we saw the railroad companies scrapping to the last ditch to prevent being put under jurisdiction of state railroad commissions.

The railroads have now of their own accord asked that they be placed entirely under the control of one national regulating body in order that conflicting rulings may be done away with and red tape and expenses caused by 48 state commissions eliminated.

This is the logical outcome of the movement to regulate freight and passenger traffic in the U. S. and the roads are to be commended for voluntarily asking for it instead of waiting until it was forced on them.

The shoe is now on the other foot, however, and different officials on state railroad commissions are fighting tooth and nail to prevent general federal regulation.

The main argument seems to be that the state would get no service under such a system.

We can see no force to this as it is an admitted fact that federal regulation is always more severe and effective than local regulation for an illustration take the national banks. No one will claim a national bank is not as well regulated as a state bank and the system is uniform.

The amusing part is to see state officials instead of the railroads fighting federal regulation.

Round-Up Program June 15-16

Event No. 1.

Maveric Race. Steer to have fifty feet start, first man to have rope on both horns wins \$5.00.

Event No. 2.

Pony Express race, for championship, one mile. Riders to start in front of grand stand and change every quarter mile. Each rider allowed catcher and holders. Best total time in two days wins.

Event No. 3.

Goat roping contest for championship of the world. Goat to have fifty feet start, man to ride to and roap goat, leave horse and tie goat three feet crossed. Best time in each day wins.

Event No. 4.

Bull-dogging contest. Steer to have thirty feet start, man to catch and throw steer and hold one hand in the air, each man allowed one helper.

Event No. 5.

Cow Girl Relay Race for championship between Bertha Blanchitt, the champion girl relay race rider of the world, and Jennie Taylor, champion girl relay race rider of Arizona. Riders to start in front of grand stand and change quarter mile, each rider to have catcher and holders.—best total time in two days wins.

Event No. 6.

Backing contest for championship of the world. Horses furnished and snubbed by management, each rider to ride any horse and as many times as judges think necessary, all horses to be ridden with halter and single rein. No abuse of horses allowed.

HATS OFF TO THE AMERICAN ENGINEERS.

American ingenuity and skill again steps into the lime light with nine regiments of railway engineers being organized to go to France and straighten but work on lines of communication.

The regiments will be raised from the great railway centers of the U. S. and will be railway engineers and officials.

The fact that American engineers from private railroads are to be the first men sent to the front to work on lines of government operated systems of privately owned and operated railroads.

It is an admitted fact that we have the finest trains, running on the fastest time with lowest rates and best accommodations of any country in the world and yet there are many politicians and well meaning people who advocate the European system of government ownership in the U. S.

BLAMES OFFICIALS

The Louisville Courier-Journal has this to say about Dry Georgia:

An Internal Revenue agent who is assigned to duty in Georgia says that it is impossible to catch moonshiners in some of the counties because the county officers will not co-operate with Federal agents, but on the contrary protect the makers of whisky. In such counties moonshine stills are running night and day. Federal officers must avoid county officers if they would nourish a hope of detecting proprietors of illicit stills.

The situation is familiar in other States. The local "still house," as it is called, can not be abolished by legislative enactment, as the large licensed and regulated distilleries might be. It can be hidden, behind the brush and behind the coattails of sympathetic sheriffs, and must be found before it can be closed or destroyed. It is a simple, cheap outfit which can be replaced and put again into operation when the backs of officers are turned.

Confiscation.

The reputable distillery, operated under the law, and paying its part toward the expenses of the state and county governments; contributing to the schools, the roads and to occasional enterprises planned for the public benefit, may be put off of the map by the making of a law. It is not going to sink in the woods with the fox, burrow in the ground with the woodchuck, or "fix" the county officers with part of the proceeds of its business. There's an end of distilling as a large business when there's an end of its legalized distillery, but the obscure neighborhood whisky factory may continue. The elements entering into the make-up of whisky are home-grown and easily secured. A sympathetic neighborhood, even where the county officers are austere and incorruptible, acts as a network of protective alarm signals for the moonshiner.

Where laws have been passed to abolish bookmaking at race tracks, and where there has been an effort to enforce the laws, public gambling on races has ended, but the concealed, more deadly down-town, all-the-year poolroom has not been closed. The races were ended in some states. The revenues derived from them were stopped. The breeding of horses was discouraged. Legitimate enterprise was dealt a hard blow, but the bookmakers continued to fatten on the favor of the police and the folly of the piker in gambling places which posted odds on races all the way from Winniepeg to Kingston.

Where the abolishment of distilling is contemplated the question for the sincere advocate of the uplift to consider is not whether distillers and saloon owners can be put out of business, but whether the making and selling of intoxicants can be ended by putting the distillers out of business, and sacrificing upon the altar of social welfare the substantial revenues which arise from a legalized and regulated wholesale and retail distribution of intoxicants.

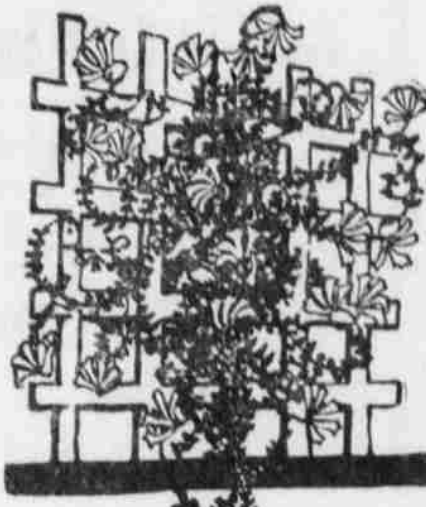
The little local "still house" is a large and a known quantity in the equation of the seeker for true and universal temperance, or the advocate of universal abstinence.

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