

GRANTS PASS DAILY COURIER

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TUESDAY, MARCH 2, 1920.

OREGON WEATHER

Weather for the Week
Pacific Coast States: Rain
about Wednesday and again
Saturday; normal temperatures.
Tonight and Wednesday prob-
ably rain in west with rain or
snow in east portion.

PRESENT DAY REBELS

Back in Michigan a certain county
and its officials have recently been
receiving much notoriety of a rather
dubious quality because of the "whis-
key rebellion" which was staged. A
whiskey rebellion is nothing more or
less than rebellion against the laws
that are made for the direction of
the conduct of the people, and any
effort made to defeat the written law
is a rebellion. The man who estab-
lishes his illicit still for the manu-
facture of "moonshine" is a rebel,
and sooner or later he will be caught
"with the goods" and will pay the
penalty. Good government means
that every citizen, regardless of his
personal wish or view, must con-
form his conduct to the will of the
majority. There is no such thing as
a personal liberty that permits us
to do those things that are against
public interest or opposed to the will
of the majority. And when we at-
tempt a conduct that is opposed to
the expressed will of the majority,
we are leading a rebellion. Those
Michigan fellows will find that this
is a country where the people rule.
They will have to bow to the will
of the people and quit making and
quit drinking booze. Otherwise they
will be punished as rebels.

FROM ROOSEVELT'S LETTERS

An intimate pen-picture of the for-
mer emperor of Germany, drawn by
Colonel Roosevelt in a letter to Sir
George Otto Trevelyan in 1911,
which shows him in the light of an
"admirer" of England, appears in the
March number of Scribner's Maga-
zine out tomorrow.

It is the concluding portion of
Roosevelt's personal 25,000-word ac-
count of his travels in Egypt and Eu-
rope following his return from his
memorable African hunting trip.

The former president wrote that
William agreed with him, during the
course of a long interview at Pots-
dam, that war between England and
Germany would be "an unspeakable
calamity." The Colonel said that
Prince Henry of Prussia, of whom
he then kaiser was "rather jealous"
was "a more really powerful and

One Lot

Guaranteed Flour

Close Out at \$2.95

KINNEY & TRUAX GROCERY

Quality and Service

cold-blooded man" than the emper-
or and that of the two, he was the
more hostile to England.

Referring to his visit to Berlin,
following "delightful" receptions in
Belgium, Holland, Denmark, Norway
and Sweden, the colonel wrote that
the German authorities and people
showed him every courtesy and civil-
ity but that, excepting the university
folk, "they really did not want to
see me." America, he said, was very
unpopular in Germany. The upper
classes regarded democracy, he said,
as "irregular, unnatural and debas-
ing." The lower classes, on the oth-
er hand, were socialists who regard-
ed me as an enemy rather than a
friend. The middle class looked up-
on me as a representative of an Amer-
ica which consisted of business riv-
als whose rivalry was irritating and
obnoxious.

An interesting sidelight on von
Tirpitz, then the secretary of war,
was afforded by the colonel's refer-
ence to an interview with the man
who later inaugurated the ruthless
submarine warfare. Von Tirpitz, he
said, was intensely interested in the
voyage of the American battlefleet
around the world, and he told the
former president that he had not be-
lieved "we could do it successfully,"
adding that the British naval and
foreign offices had felt the same
way. "He said he expected Japan
would attack the fleet while it was
on its way round."

Printing that pleases—We do it!
Courier Job Department.

Political Cards

Paid advertisements

Primary Election May 21, 1920

ARTHUR S. COUTANT

Republican Candidate for
Nominee for
COUNTY JUDGE
Josephine County

F. L. COON

Republican Candidate for
Nominee for
COUNTY CLERK
Present Deputy County Clerk

D. O. HAYES

Republican Candidate for
Nominee for
ASSESSOR
Present Deputy Assessor

ECLUS POLLOCK

Republican Candidate for
Nominee for
COUNTY JUDGE

H. H. ALLYN

Republican Candidate for
Nominee for
COUNTY CLERK
Economy—Efficiency—Service

REDUCED RY. RATES FOR CEREMONIAL AT EUGENE

One and one-third, on certificate
plan. Sales dates, March 2 to March
6. Return limit, March 10. Two
sleepers reserved at Ashland, leav-
ing train 16, Friday evening, March
5. Berths, \$2.70 lowers; \$2.16 up-
pers. Make reservations early and
avoid the rush. Sleepers set out at
Eugene for use until return trip,
probably be on No. 13, arriving Ash-
land Sunday noon. Ceremonial at
Eugene Saturday, March 6. For
transportation details address Geo.
W. Dunn, committee on same, or di-
rect inquiries to W. H. Day, recorder,
Box 194, Ashland. In case of haste,
ring 'em up. Reduced rates imply
invitation to the ladies. 909

CANAL STRIKE LEADERS WILL ACCEPT MEDIATION

Panama, Mar. 2.—Leaders of the
Canal Zone workers' strike have ac-
cepted the mediation of the British
minister at Panama. They expect
to return to work today.

CARD OF THANKS

We wish to thank our friends and
the American Legion for their kind-
nesses and beautiful floral offerings
during our sorrow in the bereave-
ment of our son and brother.
J. D. PALMER and FAMILY.

NEW TODAY

SEE G. P. JESTER for life insur-
ance—Penn Mutual Life. 591t

WANT TO SELL?—A classified ad-
vertisement in the Daily Courier
will tell your story in more than
1100 homes every day. For a lim-
ited time \$1.50 in advance will
take your 25-word announcement
to these homes every day for a
month. You ought to secure a
purchaser in that time. 12

FOR SALE—Barred Rock and White
Wyandotte eggs. \$1 per setting.
Call after 4 p. m. at 1301 East A
street. Mrs. A. Meier. 28

WANTED—Second hand stump pul-
ler in good condition. Peter Tan-
gen, Rd. 2. 11

FOR RENT—Garage near corner of
Sixth and C streets. Call at 616 C
street. 10

FOR SALE—New .32 special repeat-
ing rifle. Price \$35. Address
Box 792, Grants Pass, Ore. 11

Mining blanks—Courier office.

RAMONA

"THE SOUL OF SYMPHONY"

AT

BARNES, The Jeweler

The Battery Shop

401 N. 6th

Hazelton & Disbrow, Proprietors

REAL ESTATE

FARMS AND CITY PROPERTY

Timmons & Higgins

Call and see us

111 South Sixth St.

Phone 324-J

A FEW CARS TO SELL OR TRADE

Southern Pacific Company

San Francisco, March 2, 1920

TO THE PUBLIC:—

Yesterday the railroad lines of the Southern Pacific Company were returned to their owners for operation. As a war measure they have been in charge of the government during the last two years and two months. The stockholders in that period had nothing to do with the management.

In taking over the management of this property, the policy of the owners will be to give as satisfactory services as lies in their power in return for the patronage given us; to seek the co-operation of shippers and passengers and of the whole people in having our service reasonably responsive to the public needs.

We have to ask the patient forbearance of the public during the readjustment period of the next six months. It is true during these six months the government continues the standard return allowed the lines while under its control, based on pre-war earnings. But this return is subject to certain legislative directions by congress that will affect operations during this period which ends August 31st next. We expect, however, within this six months to mature plans for the future. These plans had to be held in abeyance thus far because of uncertainty as to the legislative conditions to accompany the return of the roads to their owners for operation, and these conditions have been determined by congress only within the last few days. We now have to study what is before us in law and in fact and get our bearings anew. The operating organization as it existed under Southern Pacific management has been to some extent disarranged during the period of federal control and operating practices have been changed, but the benefit of any new practices that may have proved efficient in the public service during the Government control period will of course be retained.

We could not purchase equipment after we entered the war because the Government took control and war financing occupied the field, while during the rest of the time the question of adequate credit had to wait for answer in congressional action.

On the other hand the locomotives and cars in service have been subjected to the most active use and new rolling stock has not been renewed throughout the country in normal numbers for the increase of normal traffic. The burden of extraordinary war movements fell heavily upon all kinds of rolling stock making it impossible to ship the equipment at the proper time, and repair work was further delayed by shortage during the larger part of the war period in both men and material.

The problem before us at once therefore is how to put to the best use the passenger train cars and the freight cars that are in service, and how to put into good condition for service every piece of equipment to be had. This problem is before every railroad. Abreast of this is the larger question whether the earnings under the new law, the "Transportation Act of 1920," will be enough to establish the credit of the railroads at a point where they can provide themselves with the facilities of all kinds that they need to give the public proper service. We have the will if only we can find the ways and means. These are not easy to find, for an assumed earning of even 6 per cent, and no assurance of that, is not attractive to anyone having money to invest when money is worth 7 or 8 per cent in the open market.

Hence the effect of the new act of Congress upon earnings and upon the credit of the railroads cannot be immediately determined. This act provides for a rate making structure under which during the next two years the railroads will be permitted to earn up to 5½ per cent annually on the value of the railroads as may be determined by the Interstate Commerce Commission. The Commission has power at its discretion to increase these possible earnings to 6 per cent, the added one-half of one per cent to be used for improvements to the property.

No guarantee of any kind is given to any railroad, but half of any earnings over 6 per cent are to be taken by the government to make loans to railroads that may need them for improvements, or to care for obligations falling due, or to obtain and lease equipment to the carriers that cannot afford to buy it.

Obviously these elements in the situation will have to be considered in making our plans. The Interstate Commerce Commission is the deciding body with respect to value of the properties as well as the rates which are to yield the 5½ per cent return thereon, and much will depend upon the vision and promptness of action with which that body accepts its great responsibilities.

In the meantime it is particularly desirable in view of the shortage of equipment that every effort be made by shippers and the railway forces to continue heavy car loading and train loading and to lose no time in loading and unloading cars.

Believing that we will have the full co-operation of the people served by our lines in dealing with the problems presented, it is due them that in thus aiding us they should know what problems we have to meet. You can rest assured we are not idle with respect to them.

WM. SPROULE, President

Boys Here is a Good Buy!

Just received a shipment of young
mens all wool suits. Belted model,
patch pockets, half silk lined. New
shades of brown and green. Sizes 34
to 42.

Price \$32.50

GOLDEN RULE