

Newberg Graphic

NOTTAGE & DIMOND
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THURSDAY, OCTOBER 27, 1921.

THE FRANCHISES

The Graphic stated last week that it did not wish to take up either side of the controversy relative to the question of granting franchises to stages, trucks, jitneys, busses, etc. It is not a desire on the part of the Graphic to side-step an issue that prompts this attitude so much as it is a desire to be perfectly fair to all parties.

There are necessarily many angles to this question and the public is certainly entitled to know them and if possible, it is the intention of the Graphic to give the public this information. However, when it comes to forming an opinion and taking a side in the question, we can not see where it would help either side, and on the other hand we feel that a strong partisan spirit on our part would tend to discredit anything which we might say, in the minds of those on the opposite side of the question.

This question of franchises or licenses for public service vehicles is not an old matter which has been thoroughly threshed out and settled before, but it is part of a step in the development of our country—the development of motor travel, which is only a comparatively new thing and which has already given complete evidence of becoming a permanent thing. No action which the city council may take can hope to defeat this new method of transportation more than temporarily, and presumably it is not the intention of the council to stop this method of transportation.

The question involved would rather seem to be a question of revenue for the city and just how far council are justified in going in this respect, is indeed a moot question. No doubt the public will be divided on this question to a large extent in proportion as they are affected by its results. On the one hand we find the heavy taxpayer, who does not make extensive use of the service afforded by the trucks and stages, in sympathy with the council's action. On the other hand, the public

who travel by stage or have their freight hauled by truck are up in arms in their opposition, in view of the fact that this license fee or franchise fee is being passed on to them for payment. Which side has a monopoly on the right, if either, we would not attempt to say.

Certainly the public are entitled to transportation as cheaply as it can be furnished, but just as certainly are the taxpayers entitled to protection in the matter of payment for the utilization of public improvements installed at their expense. We require our city, county and state officials to give a strict account of the moneys which they are spending for us and why, should we not expect that they would wish to safeguard those expenses by requiring any agencies which tend toward the destruction of those improvements which have been made at public expense to pay for such destruction.

However, just how far the public officials may go in requiring payment from such agencies and how far it is wise for them to go, is an entirely different phase of the question and perhaps the one which will provoke the greatest argument pro and con.

It is claimed that the fees set are confiscatory in their nature and that they are in the nature of a holdup. If so, they should be reduced, but does not the burden of proof rest with the stages and trucks to show that this is really so. In past years we have required the railroads to operate under the public service commission and to pay taxes on an immense property, such as track, stations, buildings, etc. Should the stages and trucks ultimately supplant the railroads, who would pay this tax and thus help bear the expense of government? We do not offer these questions as arguments, but rather as views for consideration.

There is no doubt in minds, but that the motor trucks and motor busses are here to stay. We believe that they have proved their worth to the country, but as we enter into the new era which their coming brings, we must naturally face the new problems which they enter in and solve them to the best of our ability. We publish in this issue of the Graphic a communication from one who believes that the council is entirely wrong. We are always willing to give anyone's views on such questions and if there are any others who wish to express an opinion on either side of this question we shall be glad to publish it, reserving always the right to refuse to publish anything of a defamatory character.

We have noticed that fewer people park their cars in front of the fire hydrants since the council had them all painted. You can't expect the cooperation of the public unless there is some cooperation on the other side. Along this line we believe that it might be good judgment to have the city's ordinances published when they are passed so that the people would know what they are.

Fire is a terrible thing wherever it breaks out, but fire in a school building adds the terror of the possible loss of little lives to the ordinary terrors. Too much precaution cannot be taken to prevent loss of life in school fires and especially where the children are housed in a wooden building as they are in Newberg.

Courting trouble is about the only thing we can say for a young fellow who fairly forces the city officials to arrest him for being drunk and then goes straight from the court room to a pool hall, from which he has been ordered to stay away.

It seems to be just one crop after another here in Oregon. If it isn't berries it's apples, prunes, or nuts and when these fail, we can always raise the family umbrella.

Opinions will differ and so long as we cannot always get our wives to agree with us how can we expect to make everyone else do so.

It rains! Let it!

MARRIAGE LICENSES

Ann Doherty, Sheridan, to Henry Hintzen, Sheridan.
Loretta Hoffman, Sheridan, to John William Vincent, Sheridan.

The Graphic Job Department is prepared to print all kinds of office stationery, wedding invitations, etc. Nothing but first-class work.

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NOTICE

IN THE COUNTY COURT OF THE STATE OF OREGON FOR YAMHILL COUNTY.

In the matter of guardianship of Wayne Honeywell, John Honeywell and Edgar Honeywell, minors.

To the heirs at law of T. B. Duncan and Ella C. Duncan and to all other persons interested in the estates of said minors:

Whereas, James W. Duncan, guardian of the estates of said minors, has filed in this court his application for a license to sell and convey real property belonging to said estates as follows:

The southeast quarter of the northeast quarter of section 15 in T. 3 South, Range 6 West of the Willamette Meridian in Yamhill County, Oregon; and

Lots 17 and 18 in Block 8 in Pasadena, Multnomah County, Oregon;

Whereas, the above named court has fixed November 5th, 1921, at 10 o'clock a. m. at the court room of said court at McMinnville, Oregon, as the time and place for hearing upon said petition:

Therefore, you are hereby required to appear at the time and place hereinabove mentioned and then and there show cause, if any there be, why a license for the sale of said real premises should not be granted.

Witness the seal of this court hereunto affixed this 30th day of September, 1921.

C. B. WILSON,
County Clerk.

1-4

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ELECTRIC TRAIN SCHEDULE

The following is the time of electric train arrivals at the city ticket office at Newberg:

To Portland	From Portland
6:06 a. m.	8:55 a. m.
9:03 a. m.	11:32 a. m.
1:15 p. m.	2:20 p. m.
4:06 p. m.	5:29 p. m.
7:04 p. m.	6:56 p. m.

Portland-Newberg Motor Bus Schedule Effective August 15, 1919

Subject to change without notice.

Leave Portland 4th and Alder	Leave Newberg Imperial Hotel
8:00 a. m.	8:00 a. m.
9:30 a. m.	10:00 a. m.
11:00 a. m.	11:00 a. m.
1:00 p. m.	1:00 p. m.
2:30 p. m.	2:45 p. m.
4:15 p. m.	4:00 p. m.
5:30 p. m.	6:30 p. m.
6:30 p. m.	6:30 p. m.

Sat. and Sun.—only—Sat. and Sun.

11:15 p. m. 8:00 p. m.
Reservations for Theatre Parties, etc., or for Special Trips call: Portland, phone Main 3314; Newberg, phone Black 120.

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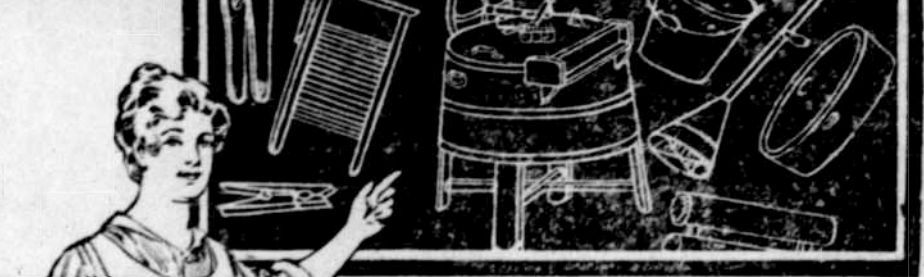
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