

The Santiam News.

Politically Independent

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PUBLISHED EVERY FRIDAY BY
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EDITOR AND PROPRIETOR.

THE NORMALS AGAIN ON DECK.

Some months ago the NEWS stated, in an editorial article pertaining to the Normal schools, that the Normals would construe the vote of last June, as an endorsement of Normal schools as now established and, in consequence of which, a lobby would be on hand at the present legislature, more insistent than ever demanding large appropriations. The first week of the legislative session verified the truthfulness of the prediction. Bills have been introduced asking appropriations for the Normals, which aggregate \$280,000. Including amounts asked for the State University at Eugene and the Oregon Agricultural College at Corvallis, the amount of money asked for State college purposes, totals the enormous sum of over \$670,000—a tax of more than one dollar for each man, woman, boy and girl now in the State.

What do the people get in return for this enormous outlay of the public tax moneys? It is estimated that but five per cent. of Oregon boys and girls obtain a college education. If so, the 95 per cent must pay more than two dollars apiece towards defraying the expenses of the five per cent, who can afford to attend college. In return for this tax, the people get some public school teachers who have had Normal training and the farmers derive much valuable information from the experiment stations on the college farms at Corvallis and in Eastern Oregon. But do not these benefits cost too much? Are we not paying too dearly for the whistle?

If one will examine the catalogues of our Normal schools, he will ascertain that not more than one-half of the graduates of those schools become teachers. Of this half who do teach, not more than one-fourth take up teaching as a life work, the rest simply use teaching as a stepping stone to some other more profitable occupation. It is estimated that it costs the State from \$300, to \$500, for each graduate at our Normal schools. As not more than ten per cent. of these graduates become professional teachers, or who make teaching a life work, it costs the taxpayers about \$5,000 for every professional teacher obtained. Admitting that Normal training makes the teacher more proficient, yet do we not pay too much for this proficiency? Cannot the same result be reached at a much less cost? Let us see, The State is now maintaining six colleges at an annual cost of \$150,000 to \$300,000. Suppose just one-half of this number is abandoned. The cost to the State would be reduced one-half. This reduction can be made, the NEWS thinks, without injury to Normal training for teachers. Abandon the Normals at Monmouth, Drain and Ashland, but add Normal departments to the Eugene and Corvallis colleges. They broaden the scope of the Western Normal and make it a Normal, University and Agricultural college combined. Eastern Oregon will be well satisfied because of the improvement in the college over there. Western Oregon, except the towns of Monmouth, Drain and Ashland, would be pleased because of the saving made.

Now the general college education as taught at all of the State colleges, is practically the same. Then to make full fledged Normals of the Eugene and Corvallis colleges, would require probably two additional teachers at each institution whose entire attention could be given to the Normal work. The additional cost would be not more than \$25,000 annually. More than four times this amount is asked for by the three schools that would be abandoned. The cost for the Eastern Oregon school would, probably, be increased somewhat, because of the great improvement.

To reduce the college proposition to one of plain business, by which we could get the desired result at a minimum of cost, the NEWS thinks would be, simply, wisdom—a wisdom that any successful business man employs.

Let us cut out all sentiment and politics from the college proposition and get down to strictly business. Of course Drain, Monmouth and Ashland would kick, long, loud and hard at the change; but as those towns do not pay the expense of the schools maintained in their midst, and the people do pay for them, the legislature should only consider the interests of the whole people, in any legislative action pertaining to the matter.

The following list shows what the four Normals, State University and Oregon Agricultural college wants at this session, and what they received two years ago:

	Present demand.	Received last year.
Monmouth	\$110,000	\$ 35,000
Drain	40,000	21,000
Ashland	60,000	31,000
Weston	70,000	25,000
O. A. C.	125,000	65,000
Eugene Sta Union	15,000	15,000
U. O.	250,000	157,000
Totals	\$670,000	\$350,000

THE RAILROADS AND THE PEOPLE.

The railroad agitation that is going on all over the nation, seems likely to culminate in legislation that will be more or less drastic, before the matter is finally settled. Something must soon be done, for the present unsatisfactory condition can not long exist.

The relation of the railroads and the people should be reciprocal. Without the railroads, existence for the people would be impossible in many localities; without the people the railroads would not be operated for one month. Charters granted to railroads give them particular privileges and protection. For these privileges and protection, the railroads become morally responsible to transport the product of the people from point to point. The people through the courts, protect the rights and privileges of the railroads. In return the railroads undertake the transportation of freight and passengers. Failure by either party to comply with its part of the implied agreement, is a breach of contract.

With the increase of products and passengers the railroads are in duty bound to supply equipment sufficient to handle the traffic with reasonable dispatch. In this regard the railroads, lately, are falling far short of keeping the spirit of the implied agreement. By the failure to supply a sufficiency of cars to transport the freight offered, the railway authorities have caused great loss to shippers and, in many instances, utter ruin to manufacturing industries. Much loss, also, falls upon farmers for lack of cars to carry their crops to market. Suffering is the portion of many localities for lack of fuel, etc.

Now it is simply nonsense for railroads to permit these conditions to exist. There could not exist a car shortage all over the nation, unless there was a purpose on the part of the railroads, to produce this shortage. While it is true that railroad equipment has not been increased with the increase of traffic, the lack of equipment could not have been brought about in a few short months, except the shortage was caused purposely.

Another feature of railroading is becoming too unpleasantly frequent of late. We allude to the great increase in the number of wrecks. Of course these wrecks are not caused purposely; nor, probably, through criminal carelessness. The cause undoubtedly, is due to endeavoring to make a single track carry the traffic that should be borne by a double track. When trains are run over a line every half hour during the twenty-four, the wonder is that more wrecks do not occur. As a sample of the increase of traffic, the Southern Pacific furnishes a good example. Three or four years ago, one through train each way daily, was sufficient to carry the passenger traffic. Then the second through train service was put on. Soon this became insufficient, and two or three sections for each train became necessary. Lately the third through train has been placed in service. In addition, we believe two local passenger trains are doing a profitable business. Thus, it can be seen, five passenger trains are necessary, wherein two were ample to do the business a few years ago.

Another feature of this freight congestion is, freight that yields the least profit is the freight for which, practically, no cars can be obtained, viz., wheat, oats, potatoes, lumber, coal, etc. This shows that while the people, who wish to ship these products are suffering great loss, the railroads are busily engaged in carrying the high priced freight and passengers. The coal famine events are becoming so extended that the coal burning freight engines are idle because of lack of fuel.

No wonder then that the people, through congress and the legislatures, are attempting to formulate laws that will compel the railroads to live up to their part of the contract. The way for the railway to stop this clamor for railway commission, reciprocal demurrage and maximum freight laws, is to supply equipment sufficient to carry the traffic and to carry freight and passengers at fair rates. With a guaranty that this will be done, and a willingness to pay their just proportion of taxes, the railroads will fare much better at the hands of the people. The railroads, just the same as any other corporation or individual, must obey the law. Disregard of law, discrimination in freight charges, and failure to increase equipment as rapidly as traffic increases, is solely to blame for the present general railway agitation on the part of the people. Had the railroads complied with these requirements, reciprocal demurrage and freight rate laws would never have been heard of.

It is refreshing and revivifying to know that we have one State officer that insists upon living up to his anti-election promises. State Printer Duniway during the campaign, showed wherein there was a graft of ten to twelve thousand dollars in the printing of the daily calendar of the proceedings of each house. Now Mr. Duniway insists upon being allowed to print the calendar in the less expensive way. The legislature will probably accede to his wishes. All honor to you Mr. Duniway, for being the first State officer to be willing to cut his salary in the interest of economy. You should be voted a medal somewhat in accordance with the manner in which the Carnegie hero medals are awarded. May your example in the interests of economy become infectious until every legislator may become inoculated with the virus. Should you become a candidate for office again, the NEWS will be greatly tempted to vote for you. The oasis is not more welcome to the desert traveler, than is Mr. Duniway's action to the lover of honest economical government.

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