

Intermountain Tribune

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T. L. DUGGER, EDITOR AND PROP

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CIVIL SERVICE

Much is being said, these days, about civil service and Postmaster General Burleson is being censured because he sees proper to replace a republican fourth-class postmaster by a democratic appointee occasionally.

There is a deal of nonsense and buncombe about this civil service and way. It is but another name for bureaucracy and to which most people are opposed. It simply means that where a man or woman is appointed to office, which comes within the domain of civil service, he or she is there for life; if he works in a half-way acceptable manner.

After Woodrow Wilson was elected president, fourth-class postoffices were placed in the civil service list. Postmasters then holding these offices, were not required to undergo examination. President Taft evidently made this ruling just to keep republicans in office. Had he been reelected, the country post-office would have continued to be a perquisite of congressmen.

Postmaster General Burleson has ruled that all fourth-class postmasters and those desiring to become such, must pass a stipulated examination and from which the selection of postmasters will be made. Occasionally a democrat has succeeded in passing and has been appointed to office, when a great cry of violating the civil service law is raised.

General Burleson is accused of political favoritism when he appoints a democrat to one of these country postoffices. Of course President Taft did not manifest political favoritism, when he appointed all republican country postmasters to hold their positions for life (?) Yet it is somewhat remarkable that he never sought to increase the civil service list until he went down to disastrous defeat. It would have looked like he had no partisan feeling, if he had included in the order placing the country postoffice in the civil service list, a clause embodying the ruling of Postmaster General Burleson. But this would be a gray horse with a different color. It would not have given the republican incumbent the advantage which he (Taft) sought to give him.

Another remarkable action on the part of the expresident was his order consolidating customs districts. He could not very well place customs collectors in the civil service; so he abolished the customs district. Then the collector if such abolished districts would be taken from the civil service list. This was done under the guise of economy when, as a matter of fact, the cost of the deputy is greater than when the district was separate. At least such is the case in this state in one instance. The pay of the collector, under the former plan, was \$1000 per year. Under this ruling of Taft economy, the deputy who takes his place, receives \$1800 per year, so we are told.

To accuse the present administration of partisanship so soon after Mr. Taft made such a display of petty partisanship, is refreshing if nothing more. Mr. Taft could not appoint these collectors and postmasters; so he endeavored to make it impossible for his successor to appoint them. It makes a difference to these republican critics, which ox is gored.

A great deal has been said about civil service, by both democrats and republicans. The law was intended to, largely, do away with the "spoils" system. It has resulted in the establishment of a bureaucracy, in a manner, which we think is less preferable than the old system. The first intent of the law was all right. But it has resulted in creating an office holding class, whose principle aim is to draw their salaries and do just as little work as possible. The civil service servants have made the law a farce.

CURRENCY LEGISLATION

When congress enacted our present National banking law, the control of the currency of the nation was surrendered to the banks. Wall street New York has ever wielded a controlling influence over the banks, thereby controlling our currency and through this currency control, the entire money volume of the country.

For many years the people and the better class of bankers have been demanding a better and more elastic currency system. The domination of a coterie of Wall street stock gamblers over our country's finances was, to say the least, unpleasant if not unsafe.

The republican leaders of the last congress, in subservience to this feeling throughout the country, attempted to enact a new currency system and banking law. But the measure prepared, savored so strongly of Wall street dictation, that it was rejected by congress.

Now a new currency system and banking law is in incubation and with fair prospects that it will become a law. But it is being opposed by banking associations throughout the nation. Why?

The only answer which can be given is, it takes away from the banks the prerogative of the issue and control of our currency and places the banks in a position no more favored than any other business of the country. It returns to the government the prerogative of issuing and the control of the money of the nation. Whether the proposed currency and banking measure is the best that can be devised, the Tribune will not undertake to say. But as the measure is bitterly opposed by the banks, we are inclined to believe that there is much good in the measure.

It takes the control of the money of our nation, from the hands of a few of the people and places it in the hands of all the people. This one fact should commend it to the people. But there are others. Any person who will take the trouble to examine our present national banking law, will be astonished to know that the great bulk of the working capital of these banks, is supplied by the government and without interest. Take away the bank's circulation (currency) and the money of depositors and nine out of ten of these banks would have nothing in their vaults. Their private capital is usually invested in the building, bank fixtures and other income earning property. The proposed law will require the banks to supply their working capital.

Of course the new law will not be perfect. No one expects it to be. Wall street is sure to sneak in a clause which will still give bankers undue advantage. But it is sure to be an improvement over our present

law and more in the interests of the people.

The day of special privilege is rapidly drawing to a close. Bankers and tariff beneficiaries have the right to as much privilege as anybody else, but no more. President Wilson and congress are endeavoring to break down the system of special privilege. They will not nor cannot go all the way at this first jump, but they are headed in the right direction and, in time, will reach the desired goal. Let us hope that enough republicans will, as in the case of the tariff bill, vote for the banking and currency measure, that it will be, in no sense, not regarded as a party measure.

GOOD ROADS AND HOW TO BUILD THEM

The Tribune has remarked heretofore about the high class roads in this vicinity, though those in town and immediately adjoining, cannot be commended.

Last Saturday the Tribune editor, by courtesy of Ross Gedney, visited the Holley Grange fair and in going, passed over roads which have been improved, during the past summer.

While the entire four miles of road, between Sweet Home and Holley have not been improved, a large portion of it has been and, in a few weeks, will be next door to a turnpike. Nearly the entire distance has been nicely graded and a large percentage has been surfaced with crushed rock. If the work shall be carried forward next year in like manner, this road will be completed and become a matter of pride to the builders and of gratification to all who travel over it.

Unfortunately, this road, like most of the roads in Linn county, was laid out on section lines. No advantage of the lay of the country was taken and in consequence, a number of long and steep hills must be negotiated. Had the survey been made either east or west of the present location, less resistance to the making of a good highway would have resulted. The present road can be hardsurfaced from end to end and be made much better than it formerly was; yet it will always have hills which will make the hauling of heavy loads difficult.

If roads, throughout our hill country, were located regardless of section lines, and where the least resistance would have to be overcome, the present amount of road work would soon give us roads good for traffic throughout the year. Unless we adopt the plan of going around a hill rather than over it, no matter how much labor is expended, our roads will be objectionable.

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