THE GAZETTE-TIMES

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MORROW COUNTY OFFICIAL PAPER

Foreign Advertising Representative
THE AMERICAN PRESS ASSOCIATION

The rather favorable outlook for federal aid on the Pendleton-Prineville cut-off, connecting the Heppner-Hardman market road up with the John Day highway near Spray, should encourage the business men of Heppner to press this matter more vigorously than they have been doing. Last week we gave mention to the fact that the route for this road was gone over by a forest official from Portland in company with G. A. Bleakman, one of the members of the county court. It developed from the survey made by these men that the route proposed for the road is practical, and construction is comparatively easy, and there is much room for the hope that the goverment end of the proposition will receive favorable action.

What is wanted by the people of northern Grant county, and much of the territory tributary thereto, is a good road out to the railroad. For years past Heppner has enjoyed the most of the trade from there. The people over that way have hauled their wool to the railroad at Heppner, it went on the market there and was shipped out on the branch. All these teams coming here with the wool returned to the interior loaded with merchandise and supplies. It has been a good trade and no doubt greatly appreciated by the merchants and business men of the city.

This year it has been different. Very little of the interior wool came to Heppner this season; no traffic is coming this way from Monument, Long Creek, Fox Valley and other points that have heretofore made this their shipping point, but the Condon branch has received this business, much to our hurt. It is needless to dwell on a situation that is well understood by the Heppner business men. The question is one of good roads, and it is up to the business men here to get a hustle on and help put over this cut-off. The building of this road will be the means of restoring to Heppner the trade that is now slipping away. We cannot afford to crawl into our hole and draw the hole in after us. The business interests of this town surely realize that when the trade of the section of country mentioned is lost, there is little left to us from the interior and we have circumscribed our trade territory to the confines of our own county borders. Why not organize for some efficient work here?

What About America?

(Kansas City Star.)

They have buried their dead in Illinois, and American civilization is composing its face to that bland expression that has come to be its main reliance against all questioning, all charges and all doubts.

But questioning and doubt are not buried. They can neither be shot to death nor assured by the smooth countenance of society through whose hasty make-up show the scars and ulcers of a raging disease.

Americans must answer the question, "What of America?"

It is being asked today all over this broad continent; asked by Americans; asked in shame, humiliation and fear. Their country, their democracy, their laws, institutions and civilization are under indictment and the indictment goes unanswered.

Only the other day we sent the flower of our young manhood across the seas to fight for liberty. Did we send them to the right place? Was our liberty secured on those European battlefields, or is it here at home that it faces an enemy in arms?

Obedience to law is liberty. So stands it written over the door of our courthouses. Can Americans read that solemn injunction and fail to acknowledge to themselves that tested by it there is no liberty in America?

There is no liberty where there is no law. There is no liberty where there is no protection for life and property. There is no liberty where there is no respect for human rights, where justice cannot be invoked both for the security of society and the punishment of its enemies.

What of America?

While that murder was being done in Illinois, a court and jury were delivering the judgment that no crime was committed when the public funds of the state were diverted from the public treasury.

Last year in London, a city of 7,000,000,000 people, there were nine murders. In Chicago there were 105. In every American city known criminals walk the streets unmolested. In every American city crime goes unpunished, criminals walk unscathed from the dock and amid public plaudits while bold graft and flaunting vice enthroned in every political place bow graceful and pleased acknowledgement.

What of America?

Rich, luxury loving, money grabbing, politically corrupt, lawless America. Land of liberty, land of sacrifice, land of soldier dead, of patriot devotion, of patriot ideals sealed on so many heroic fields, watched over now by the cold, inanimate monuments that are America's last remaining sentinels.

The most lawless country in the world. A country of universal cynicism, skepticism and inhuman materialism. A country that raises a stately memorial to Abraham Lincoln and forgets or openly jeers at his teaching. A country where class hates class and class arms againt class, shooting and lynching and burning and dynamiting while the law looks on and the public is so indifferent that it even looks away. A country that throws open its gates to alien criminal and alien hired assassin, and where few Americans are born, few vote and few lead.

Land of shotgun, dagger and bomb—America! Land of lawless might, cruelty, injustice and ribald laughter; of sneers at mortality, winks at patriotism and open admiration at triumphant wrong.

What of America?

What of its liberty and laws, its beliefs, faiths, sobriety and gravity of thought and action that were the America of old? If this republic could not endure half slave and half free, can it endure half law abiding and half lawless? Is there no leadership left to this land, on which so much of the last hope of humanity is fixed, to point out the course it is traveling and call upon it with the voice of a Washington or a Lincoln or a Roosevelt to stay?

What of America?

The Real Issue.

The real issue in the railroad strike so far as it has gone and so far as it is threatened, is not whether the wages decreed by the Railroad Labor Board are absolutely fair, but whether a decision by a duly constituted government tribunal shall be observed. It is a question of law and order.

No one will question for a moment the right of any individual workman to quit his job at any time for any reason, but quitting by concerted action for the purpose of obstructing transportation and coercing the nation is an entirely different thing. The United States government, which limits the charges a railway may impose for its service, has also undertaken to supervise, thru the Railroad Labor Board, the wages the roads shall pay. This is done in order to protect both the workers and the public. It was an attempt to assure a nearer approach to justice than has ever been attained before. The need for this was indicated in a letter written by Warren G. Harding while still a member of the senate. He said:

"If the government, representing all the people cannot guarantee transportation service under any and all conditions, it fails utterly. If that same government cannot provide just consideration of the workmen operating the transportation system, it fails again. It ought and must do both."

It may be fairly assumed that the present Harding policy is set forth in that quotation. The government must not only assure the workmen just consideration, but, having done that, it must guarantee transportation service "under any and all conditions."

Whatever course the railway workers may take, it is safe to assert that trains will be run if Mr. Harding continues to be president.—Pendleton Tribune.

How About It?

The railroad brotherhoods will establish the Transportation National Bank of Minneapolis in the city of Minneapolis. It will open September 1 with a capital of $200,000 and will be patterned after the Big Four brotherhood bank at Cleveland. Dividends to stock holders are to be limited to 10 per cent.

It would be interesting to know how the brotherhood officials would like to have their rate of return regulated by law far below 10 per cent as are railroads and public utilities and also how they would like to have the wage and working conditions of their institutions established by legislation.

As the leaders of the big railroad unions are strong advocates of government ownership and public regulation of the other fellow, how would they like a dose of the same medicine for their own financial undertakings instead of being left free as they now are to manage their own bank in accordance with their own ideas and to establish a rate of return which *they* deem satisfactory instead of having such return established by third parties having no financial interest or responsibility in the bank. —*The Manufacturer.*

Now that it is understood there will be no county fair this fall, it is suggested that a round-up be staged along about the usual fair time. Last year this feature appeared on the program of the fair, and it proved quite successful—in fact it paid out well and was considerable of an adjunct in meeting the expenses incident to putting on the fair and helped very materially in cleaning up a financial deficit, according to the figures given by Secretary Smead of the fair board. There should be a period of relaxation, following the harvest season, and a properly conducted round-up will furnish this. Of course it will not compare with the big Pendleton affair, but should be just as good as far as it goes. We hope to be able to make some more definite announcement in regard to this in the near future.

Get out into the woods and hills whenever you can, and as near to Nature and Nature's God as possible. The more you do this, and keep out of the cliff dwellings of big cities, the better you will be and the happier. Modern shams rob us of much of our real manhood and womanhood.

"My outstanding conviction, after sixteen months in the Presidency, is that the greatest traitor to his country is he who appeals to prejudice and inflames passion when sober judgment and honest speech are so necessary to firmly establish tranquility and security."—President Harding at Marion, O., July 4th.

Candidate Pierce and Taxation.

(The Oregonian.)

"The chairman did me the compliment of saying that if I'm elected governor," said Candidate Pierce to the Portland Democratic club, Saturday, "I will effect a reduction of taxes. Now, I don't know whether or not this is possible. You ask, how much can the load be lightened? Not very much, but it can be prevented from going much higher, I will see to that."

It is unfortunate that the swirl of effort and sentiment for tax reduction so often centers around the candidacy of some person for an office that is conspicuous in many respects but poorly endowed with the function of determining the amount of taxes.

The power of the governor of Oregon over taxation rests almost wholly in the veto. He can recommend legislation that will promote economy but he can force an indifferent legislature to act on his recommendations only by threats to use the veto on other legislation, which threats if carried out might in themselves work an injury to the state.

As has often been pointed out, the incidence of high taxation is due in minor part to appropriations made by the legislature. The tax total includes levies made by counties, cities, school districts, ports, road districts, and mileage taxes voted by the people themselves.

The total levied for all purposes in 1921 is estimated to have been about $41,000,000. Of this amount less than $3,000,000 passed under the scrutiny of the governor. Less than $3,000,000 or about 7 per cent was subject in any part to his veto.

The legislature can amend laws and enact others that will promote economy in the lesser subdivisions. The governor cannot. He can only urge that all it be done and sign the bills if they are passed.

But not so accurate was Mr. Pierce's statement that "there's only one tax that a fellow can't pass on, and that's an income tax." It is true of an income tax assessed against salaries and wages but when it is assessed against a public utility, for example, it must be passed on to the consumer as a matter of law and rate regulation. And he who invests in houses, lands or buildings for the purpose of deriving an income from tenants can as readily take into account in fixing rents that which he must pay in income tax as that which he must pay in general property tax.

Likewise the merchant is as fully able to tack his income tax to the price of the goods he sells as he is to tack on his property tax.

Mr. Pierce passes lightly over obvious defects in the graduated income tax bill. They can be corrected by the people are sacrosanct. The enough they "can." But the question is will they be corrected? There has been carefully nurtured in Oregon the theory that laws enacted by the people are aacrosanct. The legislature must not repeal or amend them lest it defile the will of the people, and Mr. Pierce's remarks arouse a natural curiosity as to the particulars in which he concedes that the income tax measure is defective. What amendments will he recommend if he be elected governor? We ask to know.

Yet the tax distress of the people is due largely to the amount of the tax and very little to how its assessment is distributed. The latter is no doubt subject to improvement, but shifting of taxes as a material means of relieving the tax burden is but economic quackery. We are not going to lower taxes by electing a governor, no matter who or how earnest he may be. We are not going to do it by adopting single tax or by any other scheme for juggling the load from one hand to the other. The way to reduce taxes is to spend less and no tax reduction campaign will succeed which does not promote a will to economize among all of the 2749 tax-levying bodies in this state and among the people themselves.

For Sale—Nice five-room bungalow, built in features, four lots, garden. Cost $2900. Will take good used car and $800. Easy terms on balance, $660. Address Box 417, Hermiston, Ore. 3t.

For Sale—Tent, 16x24 and fly. Inquire C. Darbee, O.-W. depot, Heppner.

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