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## THE HERMISTON HERALD

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### THE PRESIDENTIAL VETOES

Congress appropriates the money necessary for conducting the affairs of the government of the United States. That money comes from the pockets of the people.

The president has the right to veto an appropriation bill as a whole but he can not veto an objectionable item of expenditure in that bill and yet approve the remainder.

Presidents are often called upon to approve appropriation bills that contain items of expenditure that are very obnoxious to a great class of the people, items which they consider prejudicial to the welfare of the country as a whole, that serve out little purpose, and that are forced into the bill at the last minute upon demand of some powerful politician who has an ax to grind.

If the president disapproves the bill because of the one objectionable item he jeopardizes the affairs of the government, for without funds the government can not function.

On the other hand, if he approves any portion of the bill he must approve all of it, including the objectionable feature.

While we are changing our budget system we should advance even further and expand the veto prerogative.

The president should not be held personally responsible for conditions that are above and beyond his control.

### RELIEF IN SIGHT?

If a settlement of the Irish question is made that will be reasonably satisfactory to both sides it will be one great relief not only to them, but to the people of the United States as well.

Our country today is practically divided into two camps on the subject—a minority of ardent champions of the Irish cause, and a majority who believe in letting countries on the other side of the water manage their own affairs without interference from us.

It is a source of uneasiness to a great many professional politicians, who want to keep in the good graces of their Irish constituents, yet fear to alienate the support of those in the other camp. It keeps them wiggling and squirming in an attempt to say something and yet, at the same time say nothing.

We have had one great division of principal in this country. We do not want another.

The Irish question can not be amicably adjusted any too soon to suit our Uncle Sam.

### AIDING DEMPSEY

Now that Mr. Dempsey has knocked out the champion prize fighter of Europe it is considered improbable by many that there will be any other puncher willing to take him on.

That would be sad for Mr. Dempsey.

Having achieved fame greater than that of any king or emperor, it is not to be considered that he would sink to the level of a mere moving picture star in order to remain in the fickle public eye, which so often forget its heroes.

What, then, can we do to aid Mr. Dempsey?

Let him enter the ring and punch himself in the absence of any other opponent?

Not at all. Those powerful blows might hurt.

There remains but one other suggestion worthy of a gentleman of the prowess of Mr. Dempsey.

Pull off another war with some foreign country. Mobilize the flower of our young manhood and send them away to do or die, or both.

Let the red blood of America flow as the waters of the sea, with the super-blood of Mr. Dempsey anchored safely in the harbor of a shipyard.

It is undignified to fight and run away. Therefore, the great of the earth should not fight at all where sprinting may become an urgent necessity.

The shipyard turns out noble palaces of the deep.

It is a convenient place for Mr. Dempsey to turn in.

Adieu, Jackie!

We intend to say it, but an exchange beat us to it. It says the stock of June brides was small in quantity, but that the deficiency was made up in quality.

The only trouble with industry is that it needs to be a little more industrious.

### MUZZLING COMPETENT CRITICS

Admiral Sims who was reprimanded by the secretary of the navy for his famous speech in England, has broken out again—fortunately.

In a Fourth of July speech he calls attention to the fact that officers of the army and navy are forbidden to criticize publicly any feature of our system of national defense.

The result of their silence, declares the admiral, is that we are in a perpetual state of practical defenselessness, and the vital point of this defenselessness is carefully kept from the public at large, who might themselves criticize if they were cognizant of the actual facts.

Public criticism serves to bring to light the weak spot of every subject under discussion, but in order to expose undesirable conditions a person must first have a thorough knowledge of his subject.

It is admitted that no one can possibly understand the subject of national defense better than the army or navy officer, whose life work it is, and yet they are utterly forbidden to discuss such subjects.

As a matter of fact, the civilian heads of departments in Washington, appointed for political reasons and without previous knowledge or training are loath to have their mistakes aired in public by men who know more than they do.

That is all very well for the department head who is endeavoring to head off adverse criticism of himself and his department, but it is poor consolation for the tax payer who pays for these mistakes.

Whatever may be the right or the wrong of the admiral's famous speech in England, he is unquestionably right in this instance.

More competent criticism and less official and congressional bungling is greatly desired.

### CUTTING OUT THE WASTE

If General Dawes, as head of the federal budget, can inaugurate a system whereby the extravagant government waste will be eliminated he will have performed a great and signal service to his country.

"Governmental waste" is a household expression from ocean to ocean and from Canada to the gulf. It signifies a lack of organization, inefficiency, and a spirit of don't care. It is time to eliminate the three.

The burdens of taxation are heavy enough when even legitimate expenses are met, without adding the millions and millions that are squandered through lack of good judgment and business acumen.

General Dawes is by no means a new broom, but we are rather of the opinion that he will nevertheless make a clean sweep.

"Kissing is forbidden in Japan," chirps an exchange. Doesn't do any good to forbid it here.

If you find it impossible to get rid of potato bugs in any other way you might squirt a little modern booze over the tops. Even a. p. b. couldn't survive that stuff.

The greatest of all signs are those that are found out.

They say a woman can't drive a nail, but most of them can drive their husbands to do it for them.

The road to ruin is a well trodden trail. You can't miss it if you want to find it.

Opportunities are never without value, although many people are unable to fix the price.

After all, there is a bond of sympathy between doctors and editors. The one doesn't care to take his own medicine, while the other seldom follows his own advice.

Never mind what your neighbor says. It's what you do that counts.

### One Dollar Saved Represents Ten Dollars Earned

The average man does not save to exceed ten per cent of his earnings. He must spend nine dollars in living expenses for every dollar saved. That being the case he cannot be too careful about unnecessary expenses.

Very often a few cents properly invested, like buying seeds for his garden, will save several dollars outlay later on. It is the same in buying Chamberlain's Colic and Diarrhoea Remedy. It costs but a few cents, and a bottle of it in the house often saves a doctor's bill of several dollars.

## Delayed Buying Means Trouble

**Herbert Hoover, Secretary of Commerce, says:**

"I have no information that leads me to believe there will be any reduction of coal rates this season."

**Senator Reed Smoot, of Utah, says:**

"I have taken up the question with the Interstate Commerce Commission and they informed me that they do not anticipate any reduction in coal rates in the immediate future."

**E. Morris, Chairman of the Central Freight Ass'n, says:**

"Under existing conditions, no general reduction in the freight rates can be justified or made effective."

The above statements from men who know should dispel the expectation that the present level of freight rates on coal will be lowered this season. Any further delay in buying on this account, therefore, can mean nothing but trouble.

The coal mines cannot produce and the railroad cannot transport a year's coal requirements in four or five months. What is sought by coal operators, railroads and dealers, and what is for public welfare is a normal demand and movement of coal—Not a delay till winter and then an overwhelming rush.

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