

The Hermiston Herald

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WHEN RAIL COMPETITION COMES
Since there is no way to reopen the Federal Supreme court decision in the Southern-Central Pacific dismemberment suit, and since the dismemberment stands unless the I. C. C. proceeding under the Transportation act shall find cause for modification, the western and southern sections of Oregon with the advent of the Union Pacific are promised real competition for the first time in the railroad history of this state.

The prospect can be viewed by no one outside of the Southern Pacific except with satisfaction. Competition means better service. Oregon has little or no complaint to make with respect to passenger service in the past; not so with respect to freight service. The large lumbering interests of the Willamette valley and Southern Oregon are not likely to suffer again the losses sustained by lack of cars at times when the Middle West market was profitable.

Competition means more encouragement to establish industries and to industries soon to be established. Those who venture into new enterprises will not feel the fear of injury by a carrier who enjoys monopoly. Closer relations are certain to be formed, and concurrently, more co-operation. Railroad is not going to be so impersonal as it has been. The personal equation will not be neglected.

Both of these powerful corporations will compete for the good will

of shippers, and the farmers are not excluded from this element which supports railroads. Good will can be secured only by good service. Oregon has no natural or acquired bias, and it matters not at all who collects the freight bill. All railroad stockholders are "foreign," and they all look alike to us; still, we prefer to deal with traffic representatives who show a neighborly spirit.

Which of the two rival companies will be more active in developing Oregon by building extensions? Construction of branch lines to open isolated territory ceased in 1914. This happened everywhere. Cessation continued throughout the war, and extension work, the country over, has not been resumed. How soon may we look for normal expansion?

To give an intelligent answer would puzzle the wisest among us. We are on the eve of creating regional systems as provided by the Transportation act of 1920. The Interstate Commerce commission is at work on the colossal task. In a short time it will be in Portland to learn the views of this state. When regional systems shall have been established, will new construction be influenced by regional operation? Some general policy will have to be adopted, and it is too early to formulate one. The Interstate Commerce commission which exerts authority never dreamed of twenty years ago, has at least negative power over proposed extensions. We shall soon face a complex situation.

NEW MINDS

"New Minds for Old in 12 Weeks!" exclaims an ad in a magazine. We don't want to read what's under the caption lest it be disillusioning. Our old mind has been getting kind of stale lately and we like to think there's a place in the world where it can be exchanged. How much do you suppose they will allow us for the old one? Somewhat used, and a little tired, but still good for several thoughts, dreams and decisions of one sort and another.

And what do you suppose they do with the old ones? Do they take them down and clean them up and "re-

build" them and sell them to impecunious souls without any minds of their own and not enough money or gumption to buy nice, new, shiny minds with all the working parts guaranteed?

THE FIRST CHRISTMAS MAIL

Somebody is always taking the joy out of life. A woman in a Puget Sound city is reported to have mailed a Christmas package the other day. It wasn't to go to darkest Africa or coldest Russia, either, but to a neighboring town in the United States. The girl at the office window commented on her preparedness and the woman explained that she believed in avoiding the rush and all-aways got her Christmas stuff off early.

It seems like hurrying matters a little, and yet the season of gifts is not so far away, after all. Even as the first leaf, falling softly in August, is a hint of winter to come and preparations to be made, so the foreboding lady's example may act as a warning to her more shiftless fellow creatures not to put off their Christmas activities too long.

WHO PAYS THE FREIGHT?

In forecasting the future of American railroads, Roger W. Babson makes the statement that "We shall live to see great highways built by the state exclusively for motor truck use. Railroads are destined ultimately to lose all their short haul business."

This statement is of peculiar interest when taken in conjunction with comment from the Colorado Public Utility Commission to the effect that in two Colorado counties in which 58 motor trucks were operating as common carriers over the public highways the total tax paid by those vehicles for the use of the roads was \$819. The Texas & Rio Grande railroad paid \$38,023 in these counties for highway purposes and other taxes which brought the total to \$153,896.

Roger Babson is a great statistician but it will take some close figuring to show how the state can furnish right-of-way built with the taxpayers' money for the use of private truck corporations on the one hand, while on the other hand it collects a large part of its tax revenue from railroad and transportation companies to build the truck road which is to put the railroad out of business.

What is to prevent the railroads from selling their present rights-of-way to the state for the construction of automobile and truck roads and the railroad then turn around and operate motor trucks over the road?

The taxpayers would be put to the expense of building the highway and then they would lose the taxes which the railroads now pay.

Figuring it on a business basis the proposition is this—If motor trucks had to pay their just share of the cost of highway construction, pay taxes on the right-of-way, such as a railroad now has to pay and maintain that right-of-way as a railroad has to do, could they haul freight cheaper than our present railroads?

One freight train of 50 cars with a load limit of 50 tons for each car

THEY ARE ALL SISTERS--THESE FOUR VERY VERSATILE YOUNG ARTISTS



About all the music you would expect to find in one family will be yours for the asking when the All-Sisters Saxophone Quartet comes to town. The members of this talented group are the Misses Hildred, Claire, Glyde and Marjorie Rouse. It is sort of a "family affair" that is refreshingly different. All sing, all play, all read—and all are sisters.

These talented artists appear at the Play House next Wednesday in the first Lyceum Course number of the season. The Community club is in charge of the course and promise some excellent entertainment from time to time.

Reserve seats are now available at E. P. Dodd's office. Now is the time to make reservations.

would haul 2500 tons on a trip, with half a dozen employees.

A truck with a 5 ton load is about the present limit on our highways. For the sake of argument, increase this load to 10 tons and allow a trailer of 10 tons capacity making 20 tons. It would then take 125 trucks to move the 2500 tons, or the load of one freight train. Each truck would require at least one driver and not figuring any helper, 125 men have to be employed to move the 2500 tons as against, say 6 men, on the freight train.

Under Mr. Babson's theory trucks would be subsidized by a free right-of-way, freedom from upkeep for the right-of-way, freedom from paying any taxes on the right-of-way and charged only a nominal motor license if they were to continue to operate as cheaply as at present.

Supposing the trucks had to pay for right-of-way, pay for building the road base, repair the right-of-way and pay taxes on the right-of-way as do the railroads, could they haul freight more cheaply than do our present carriers?

When the public understands the bill they will have to foot if the state furnishes highways for private motor truck lines it is probable that there will be some objections raised to thus subsidizing motor freight transportation companies.

If motor freight transportation is more economical than steam or electric transportation, let the motor transportation companies build their own hard surfaced highways and compete with the railroads on a legitimate basis paying their share of the taxes and furnishing transportation on a business basis.

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For quick results on all metalware use

SAPOLIO
Cleans • Scours • Polishes

Large cake No waste



Sole Manufacturers Enoch Morgan's Sons Co., New York, U.S.A.

PUBLIC SCHOOL

Vote 314 x Yes

The purpose of the compulsory public school attendance bill is to insure the instruction of all Oregon children of grammar school age in a common language, a common history and common ideals, to the end that American unity shall be promoted, American ideals safeguarded and American institutions perpetuated.

This bill is proposed because its supporters believe that only by universal education of our children on standard and uniform lines can these things be achieved.

This bill proposes no religious restrictions. It contemplates no limitation of the right of the parent to teach religion to his child in his own way and according to his own belief. It raises no issue of religious difference.

This bill is purely a measure to insure that all children by attending the public schools shall be taught alike during their grammar school years, so that their outlook may grow to be a unified outlook for the common weal and for their country and its institutions.

To make an all-American nation we must have all-American instruction of our children along recognized standard lines. Ignorance of American ideals and institutions and language is the greatest menace to them, because those who do not understand them properly do not support them.

One Flag---One School---One Language

P. S. MALCOLM, 33*,
Inspector-General in Oregon,
Ancient and Accepted Scottish Rite.

(Paid Advertisement)

Many are Being Sold

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You Can Get Apple Boxes, Egg Cases and Honey Cases at

THE TUM-A-LUM LUMBER COMPANY

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PUBLIC SALE

At Echo, Oregon

Saturday, October 21

At Echo Stockyards, Commencing at 1 P. M. Sharp

17 Work Horses and Mules

Property of the Utah Construction Co.

Consisting of

- One Sorrel Horse, weight 1600 pounds
- One Bay Horse, weight 1300 pounds
- One Bay Horse, weight 1600 pounds
- One Gray Horse, weight 1600 pounds

13 Mules

Consisting of

- Two Pr. Black Mare Mules, wt. 2300
- One Pr. Black Horse Mules, wt. 2300
- One Pr. Gray Horse Mules, wt. 2800
- One Pr. Brown Horse Mules, wt. 2800
- One Pr. Brown Mare Mules, wt. 2600
- One Odd Mule, wt. 1300

CASH OR TERMS

Utah Construction Co., Owners

G. L. Bennet, Auctioneer

R. B. Stanfield, Clerk

What is home?

Eight hundred replies came to the question "What is home." The most popular answer was: "Home--The place where we grumble the most and are treated the best."

Make your home more than a place in which to grumble

An architecturally correct home means economy, convenience and satisfaction--nothing to grumble about. Yet it costs no more than the haphazard kind.

Hundreds of modern home designs are on display at this office. They are architecturally correct, economical to construct and conveniently arranged.

Call for additional information. Plans are free to customers.

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Phone 331

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\$75,000 in Premiums—Beef and Dairy Breeds—Horses, Swine, Sheep and Goats
Western Winter Poultry and Rabbit Show,
Western Dairy Products Show—Manufacturers and Land Products Show—
Night Horse Show.
Largest exposition of its kind in America
—10 acres under one roof!
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Pennsylvania Tires

Are Good Tires

Buy Them at

Knerr's Repair Shop

"We Weld Anything But the Break of Day"

Come in and see our

New Line of HOLMES & EDWARDS SILVERWARE

Not Sterling but Next Best

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JEWELER and WATCHMAKER
Hermiston, Oregon

"GIFTS THAT LAST"

Echo Flour Mills

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MANUFACTURERS OF

High Grade Patent Blue Stem Flour

The Superior Product of Scientific Milling
Makes Better Bread
Try a Sack

DEALERS IN GRAIN AND FEED