

The Hermiston Herald

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W.C.T.U. TO SPONSOR SILVER MEDAL DECLAMATORY CONTEST

There was a good attendance at the W. C. T. U. meeting held in the Library Thursday afternoon. Several papers were read which were both interesting and instructive.

The new name adopted for this union at the meeting was, "The Frances E. Willard Union."

A silver medal declamatory contest will be given in the Methodist church Wednesday evening, July 15, at 8:00 o'clock.

CHURCH NOTES

CHRISTIAN SCIENCE CHURCHES

"God" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, July 5. The Golden Text was, "God is the Lord, which hath showed us light" (Ps. 118:27).

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "Behold, God is my salvation; I will trust, and not be afraid: for the Lord Jehovah is my strength and my song; he also is become my salvation" (Isa. 12:2).

HERMISTON BAPTIST CHURCH
W. L. Wilson, Pastor.
Sunday school at 10:00 a. m.
Morning worship, 11:00 a. m. Sermon subject, "One of God's Greatest Gifts to the World."

Evening service at 8:00 p. m. A special lecture will be given on "Why God Made a Woman." Don't miss it. A welcome for all.

BAPTIST-CHRISTIAN CHURCH
Wallace E. Jones, Pastor.
The new church service started last Sunday morning with the time schedule as follows:
10:30 a. m., Devotional service.
10:50 a. m., Sermon. Subject, "A Friend for You."

SUNDAY SCHOOL LESSON
International Sunday School Lesson for July 19.

SOCIAL SERVICE IN THE EARLY CHURCH.
Acts 4:32-35; 6:1-4; 1 Cor. 12:13-17.
Rev. Samuel D. Price, D.D.

Christianity is far more than an ideal. Its principles can be put into practice. Calvin Coolidge recently said in one of his daily messages: "It would be difficult to find anywhere on earth a human being whose life has not been modified in some degree by the influence of the Christian religion."

Today the world still needs the fullest expression of Christian socialism. As people had need in the Jerusalem congregation, provision was made by turning into a common fund whatever could be spared. Many quarrels resulted over the distribution of money.

Later the gathering of the poor fund was an extensive enterprise. The Council of Jerusalem decreed that Paul, and the other apostles to the nations, should seek funds for the poor in Jerusalem when they ministered abroad.

IRRIGON NEWS

Mr. and Mrs. Beecher Louis of Troutdale, Ore., are visiting with Mrs. Louis's father, Mr. Hendricks this week.

Mr. Jess Oliver who has been in Montana shearing sheep returned home Friday.

Mrs. Ollie Coryell who has been visiting in The Dalles for some time returned Friday accompanied by her mother, Mrs. Peterson.

Elroy Lamoreaux and son Ray who have been working in The Dalles spent the week end with home folks.

Mr. and Mrs. Vern Jones and family motored to Lone early Saturday morning and spent the day with Mrs. Jones's sister, Mrs. Nelson.

Mr. and Mrs. J. A. Grabiel and Mr. and Mrs. Earl Isom and George Scarlett were dinner guests of Mr. and Mrs. W. C. Isom and family Saturday.

Mrs. Gieves and daughter Norma of Seattle, Wn., arrived Friday for a few days visit with Mrs. Gieves' father, Mr. Bishop.

Quite a crowd of the home folks gathered at the school house for an all day picnic Saturday. A bounteous dinner was served at one o'clock, followed by races for old and young. Every one had a splendid time.

The dance given in the evening was attended by a good sized crowd. Several couples from here attended the Grange dance at Stanfield Saturday night.

Mrs. Frank Fredrickson was in the Hermiston hospital from Tuesday until Friday for medical treatment.

Mrs. Hugh Grimm and little son arrived at home Friday evening from the Echo hospital.

Mr. and Mrs. Carl Alquist and Mrs. Chas. Stewart visited with Mr. and Mrs. Fred Reiks all day Saturday.

Mr. and Mrs. J. Berry and family of Umatilla were visiting Mr. and Mrs. Emmett McCoy Saturday.

Mr. and Mrs. Frank Brace and family left Sunday morning for a weeks visit with relatives at Seattle, Washington.

Emil Heline is visiting her grandparents, Mr. and Mrs. Frank Markham.

Mr. and Mrs. Roscoe Williams motored to Spokane Friday night to visit Mrs. Williams parents over the fourth.

Mrs. Gus Hollett of Goldendale, Wn., visited her daughter, Mrs. Jess Oliver, Saturday.

Mr. and Mrs. E. W. Benefield and daughter, Mrs. Nisson and little daughters of Walla Walla are visiting in the Chas. Benefield home.

Mr. and Mrs. Jack Browning and family left Friday for Beall, Wn., for a two days visit with Mrs. Brownings parents.

Floyd Oliver returned from Goldendale, Wn., Saturday.

Mr. and Mrs. Frank Brace and Mr. and Mrs. A. C. Houghton attended the Pomona Grange session at Lexington last week.

More than seven billion small fish were produced by U. S. government hatcheries during 1930.

BUS COMPETITION HITS RAILROADS

Bankers Association President Asks If Unfair Aid Is Given Motorized Transport For Rail Mergers.

NEW YORK.—Fair treatment for the railroads in respect to highway motor competition was called for by Rome C. Stephenson, President American Bankers Association, in a recent address here. He also strongly endorsed "sound economic railway consolidation" and praised President Hoover for his initiative in this respect.

"I am very strongly of the opinion that one of the measures which would help materially to put back business where it ought to be is the Eastern four-system plan of railroad consolidation as announced recently following negotiations instituted by President Hoover," said Mr. Stephenson.

"It is a fact well known to business leaders that our railroads are now facing a crisis. Not only do they need protective laws to meet competitive situations arising from increased use of our highways and waterways by other carriers, but they need unification such as the proposed four-system plan provides. Our President has acted wisely in assuming a leadership in this respect and his move deserves the support of every clear-thinking citizen."

Mr. Stephenson declared that the railroads have served this country "so superlatively well that we are prone in our public affairs to overlook our dependence upon them and our obligations to them. The past, present and future progress of the United States is inseparably bound up with their welfare. In neglecting just consideration for them we are even more neglectful of the public's best economic interests."

A Question of Public Interest
"We are confronted with the question as to how much more the public economic interest will stand an invasion of the welfare of the railroads by forces and difficulties not of their own creating and not within the scope of their own unaided powers to combat," said Mr. Stephenson.

"It goes without saying that the railroads have no right, nor claim any, so far as I have been able to discern, to complain at legitimate competition in the field of transportation, for the public is entitled to the best possible transportation at the lowest practical cost. But equally does it go without saying that this cannot be fairly brought about by using, or by failing to use, the taxing powers of government to enable competitive methods of transportation to do things they could not otherwise do as unaided private enterprises, particularly when such action impairs the invested rights held in good faith by great masses of our people in established enterprises that are serving the public well."

Mr. Stephenson said it was not his purpose to argue against such competitive transportation as the highway passenger motorbus and motor truck as such, when conducted under proper conditions and in keeping with public welfare and benefit. He declared, however, there is need for serious consideration whether such competition is being developed under conditions that are unfair to the railroads, because either the outright or obscure aid of government policy is the deciding economic factor in that competition.

Would Investigate Bus Traffic
Railroad rights of way, he declared, represent tremendous capital investments on which the railroads have also heavy current costs to meet. "They pay every day a million dollars in taxes and most of this is on their rights of way," he said. "Also they spend daily over two million dollars additional for the proper maintenance of way." He asserted that the motorbuses have not had to pay for their rights of way in any sense that the railroads paid for theirs.

"They have simply taken possession of public highways built by public funds, both state and national," he continued, "and they have extensively made these highways vastly less comfortable, less safe and less serviceable for private motorists and others who are contributing chiefly to their creation and maintenance."

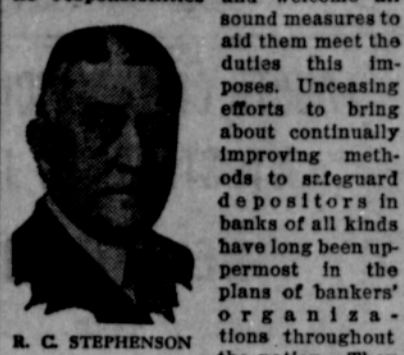
Mr. Stephenson declared that all these matters should be thoroughly inquired into by competent public bodies, both state and national, with a view of determining the equities and basic public economic interests involved, "particularly in respect to their effects upon the nation's railroads."

"I venture to say," he added, "that such inquiries would show whether it is to the public interest to let things remain as they are, whether the situation calls for a new basis of motorbus and truck taxes to satisfy the equities of the case or whether it would call for such drastic action as the exclusion of this traffic from our public general highways, and the requirement that, even as the railroads, it provide as a part of its own private capital investment its own rights of way out of operating income."

THE INDIVIDUAL AND HIS BANK

By ROME C. STEPHENSON
President American Bankers Association

BANKERS recognize that their business carries especially heavy public responsibilities and welcome all sound measures to aid them meet the duties this imposes. Unceasing efforts to bring about continually improving methods to safeguard depositors in banks of all kinds have long been uppermost in the plans of bankers' organizations throughout the nation. They are not the outgrowth merely of the past year of business adversity, but have been carried on actively for many years and have resulted in great progress along lines of better, safer banking methods. Although banking along with all business has suffered reverses, conditions in this field have been far less severe than they would have been had not bankers been widely successful in their endeavors to develop the high standards of banking that now generally prevail.



The American Bankers Association and bankers' organizations in every state actively support the principle of government supervision of banking. The national banks, which receive their charters to do business from the federal government, are under the supervision of the Comptroller of the Currency at Washington. Through his efficient staffs of expert bank examiners in every section he has the duty and powers to keep watch of the way every national bank is being conducted, to suggest desirable changes in its policies or methods and even to step in and take control for the protection of the depositors if such action is warranted. The state banks, also, which are chartered by the various state governments, are subject to similar supervision and control by state bank officials. In addition banks in many places have long maintained voluntary clearing house associations which enforce even closer supervision over their members.

Bankers Favor Public Supervision
Present laws adequately enforced contain ample provisions for government supervision. Bankers universally believe in strong, capable banking departments manned by officials with the discretion and courage to enforce these laws and act under them as the common welfare demands. They believe that these public officials should be paid sufficient salaries to command the services of men of character, ability and a resolute spirit of public service. They believe also that the banking departments should be kept free from all political or other special influence in order to be able to act at all times with single-minded independence solely for the benefit of the public interest.

Although banks in the United States operating under state or national charters are thus subject to supervision of public authority, they are strictly private business enterprises. They are owned by their stockholders and administered by officials chosen through the boards of directors which their stockholders elect. No bank is owned or operated by the United States Government, nor, with one small exception in a western state, by any state government. The function of government in banking is to promote and enforce careful banking administration through the system of examination and supervision which I have described. This, however, does not relieve the individual depositor from the necessity of judging and choosing carefully as to his banking relations, just as in his other business or professional relations. He must inquire for himself into the character and type of institution and men he shall do business with, satisfying himself as to their reputation, reliability and capability. These qualities are essential to complete the element of safety and dependability in any human institution.

An Illusory Law
The bank deposit guaranty law in any form is a snare and a delusion, declares a banker in a state where it has been tried, adding: "It is a license and encouragement to irresponsible banks and banking and penalizes capital solvency and prudent banking. It creates a sense of security in the minds of the unthinking and uninformed that is false and impossible to be realized on ultimately. To compare it to legitimate insurance is without reason and absurd. It jeopardizes the solvency of all banks and the safety of all depositors for the theoretical safety of a few. Guaranty schemes always have been, are and always will be impotent, futile and disastrous. It is not new. Has been tried, failed and discarded at intervals for more than 100 years in this country. No well-informed, honest and intelligent mind can accept it in principle or practice. Competent bank supervision and restriction of banks to territory that will warrant sufficient capital investment and accounts is the only sane and honest course and will afford all the guaranty the depositing public is entitled to as compared with all other human affairs."

Like the PALMER
A Strong Bank
A Progressive Bank
A Friendly Bank
For Large as well as Small Accounts
A Strong, Progressive, Friendly Bank that strives at all times to render MAXIMUM SERVICE to all its Depositors.

FIRST NATIONAL BANK
of Hermiston
Capital, Surplus and Undivided Profits Over \$50,000.
F. B. Swayze, Pres. - R. Alexander, Vice-Pres. - A. H. Norton, Cashier
The world's only petrified bridge is formed by a petrified tree which stretches across a ravine near Tucson, Ariz.
A telephone line more than 2,000 miles long, believed to be the longest in the world, is being erected between Moscow and Vladivostok, in Russia.
A high speed telegraph printer using Japanese inographs has been invented which is much more complicated than machines using European characters.
A famous motion picture star has devised a wooden form that resembles a rubber stamp to apply rouge to the lips accurately.
A match capable of being lit 600 times before becoming useless has been invented by Dr. Ferdinand Ringer, of Vienna, Austria.

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WE CALL FOR AND DELIVER
Call and Leave Articles at Hitt's Confectionery.
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OREGON'S CONTINUED PROGRESS IS DEPENDENT UPON ITS RAILROADS
OREGON
20,719 Oregon Citizens derive their support from Union Pacific
... a Number equal to the combined Populations of Baker, The Dalles and Pendleton.
Nine millions of dollars were distributed by the Union Pacific as wages and salaries to its 4,965 Oregon employees in 1930 alone. More than 3,400 Oregon families were wholly supported by this income, which circulated through the avenues of Trade and Commerce within the State, and contributed greatly to Oregon's progress.
The history of Oregon's prosperity is inseparably linked with railroad transportation; the State's future depends upon the ability of the railroads to furnish adequate service. Support given to trucks and other unregulated forms of transportation impairs the ability of the railroads to give adequate service.
SHIP AND TRAVEL BY RAIL

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BETTER QUALITY
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Pears BROOKDALE BRAND Good Table Grade 2 NO. 2 1/2 TINS 45c
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Certo SURE JELL SPECIAL 4 BOTTLES 98c
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