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LA GRANDE IRON WORKS D. FITZGERALD, Proprietor Complete Machine Shops and Foundry

in follows the reling of the interstate merce corpulsion, many local at uners for milroads henceforth mus without annual parses, says a dis atch from Washington. It has been o practice of fonds to effect an ofident and influential attorney in each unity along their lines who could h olisid upon to attend to the company' nterests, and while not placing thes. asses, as though they were employed, y the road.

Often unless called on to serve in a articular sult, no money has passed from the company to the attorney, yet they are carried on the free transporation list of the road, and the annual usa is practically all the compensaion received, it being regarded as suficient. The federal commission has ooked into this situation with some are and has ruled that local attorwys of railroads cannot, under the existing law, use passes on interstate ourneys.

It also rules that all attorneys who eccive passes must be in the employ of the company as their chief occupaion, not as a mere side issue in their aw practice.

The federal commission realizes that this ruling will cut off many soalled railroad atterneys who now ravel on free transportation. some belonging to the legislature, others, coing to the state capitals to lobby, and still others coming to Washington for the same purpose, and as alleged regular attorneys of road having received transportation over connecting ; lines of their companies.

If the Oregon commission, as in the past, adopts the policy of following when possible the federal commission's rulings, and applies it in this instance, many Oregon attorneys will



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