

THE OBSERVER

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Leaving the Central Oregon lakes seems to be of vital importance to the legislature. That body is probably attracted by \$40,000,000 which is the estimate of the promoters that will be paid to the state in 40 years.

Street car companies in the large cities had just as well understand that the Jitney Bus has come to stay. All the talk against the individual carrier will only make friends for it and make enemies for the large corporations.

The mad dog scare is really serious and those who treat it lightly are making a mistake. Of course, we all remember when we were youngsters that mad dogs only happened during dog days of summer, but like other things, there has been a change and now it is very likely to have mad dogs in the dead of winter.

Baker refused to employ a woman policeman. Who was the woman who wanted the job?

Washington will amend her primary law. Oregon will watch the amendment with considerable interest.

A BRIGHTER DAY FOR THE RAILROADS.

The Interstate Commerce Commission gave "the largest single order for the resumption of business, not on a normal but a supernormal scale," says the Chicago Tribune, "when it granted the application of the Eastern railroads for an increase in rates."

Only less significant to the editorial mind is the indication of a new attitude of the Commission toward the carriers. By the terms of this decision, all the roads in official classification territory (bounded by the Atlantic coast, the Canadian line, and the Potomac, Ohio, and Mississippi rivers, may raise their freight-rates as much as 5 per cent, with certain important exceptions.

of the situation created by the war, and on December 15, the Interstate Commerce Commission, with two members dissenting, officially recognized the justice of their claim.

The change of mind is attributed in the report to the new facts which have been brought before the Commission. First, additional figures have been submitted which have convinced the Commission that the net operating revenues of the roads really are "unduly low."

And under present conditions the Commission is persuaded that the carriers' revenues should be supplemented in order that their efficiency may be increased. For, it declares, "the means of transportation are fundamental and indispensable agencies in our industrial life, and for the common weal should be kept abreast of public requirements."

Wherefore rates may be increased just as much as 5 per cent, with these more important exceptions: lake-and-rail and rail-and-lake rates; rates on bituminous coal and coke, which are held to be sufficiently profitable; and rates on anthracite coal and iron ore, which are before the Commission for review in other proceedings.

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Mr. Willard is disappointed because the Commission did not grant the full increase as requested. But he finds much in the decision that is encouraging. What it "might be said to indicate or promise for the future" is, in his opinion, "even more valuable than what it actually gives in the way of immediate increase of rates."

The two dissenters on the Commission, Messrs. Harlan and Clements, do not think that conditions have changed sufficiently since the 1st of August to demand a reversal of the Commission's action.

To-morrow-Saturday, Is Dividend Day In Our Premium Parlors, 10 Free Fidelity Trading Stamps-\$1.00 worth Free to all who visit our Premium Department -Bring your Book. To-morrow, The Last Day of January Clearance Sale EVERY Article In The Store REDUCED

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revenues, is morally wrong," Commissioner Clements fears his colleagues have forgotten that "the right of the shipper for protection against unreasonable rates is as sacred as the right of the railroads to earn all they can on their business."

view the railway problem more as of the living present and less as of the dying past." The Springfield Republican and the New York Times are reassured by the willingness to waive theoretical requirements and be moved by immediate practical considerations.

for material equipment." And the Washington Post takes up the hopeful strain: "Two million men are directly affected by the decision, and millions are indirectly affected."

Tale of Two Dogs. Sir John Sebright, a prominent society man of the early nineteenth century, owned a remarkable dog. In "Coke of Norfolk" Mrs. A. M. W. Stirling relates that "Sir John Sebright often brought a favorite dog to Holkham, who was remarkably clever at learning tricks."