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THURSDAY NIGHT PROGRAM

The Church's "Tues a Night Entertainment" to be given to-night and Saturday night, promises to be a pleasing and interesting one. Admission, \$1.00 for two people, \$0.50 for one. Children under 15 years, half price. Refreshments begin promptly at 8 p. m. Tickets are on sale at the church. The following is the program for Saturday evening: O. W. P. & N. Orchestra. Idaho Thanksgiving Day.

Careful attention given to remodeling. Walling Millinery. 10-16-17



EVERETT MAY.

La Grande man who is now at Corvallis helping to whip the Aggie team into shape for the annual clash with Oregon at Eugene tomorrow. May played tackle on the O. A. C. team in 1910-11-12 and halfback in 1913. He was captain in 1911 and 1913. In addition to football, May played basketball for four years and was captain of the O. A. C. team in 1914. For two years he was athletic manager and assistant football coach and in 1917 was Varsity basketball coach. While stationed at Camp Lewis in 1917 he was captain of the officers football team.

Butter Wrappers printed at the Observer office.

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"No new or strange features are in this bill and it follows no untried plan," declared Mr. Esch. "We build on a foundation already proved to have been well laid, retaining the advantages, such as joint use of terminals, that occurred during government control."

Mr. Esch said all plans proposed to the committee had embodied experiments, though all, except that of the railway brotherhoods, agreed on return to private operation.

The Plumb plan was the only government ownership plan submitted and that called for employee operation as well as government ownership. Mr. Esch said, "Examination of its proponents more firmly convinced the committee that government ownership was not and ought not to be the solution of the railroad problem. We came to the conclusion that the Plumb plan was impossible."

The statement brought applause from both the republican and democratic sides of the house.

Restoration of railroad credit is a serious problem. Mr. Esch declared. A "guilty minority" by "awful financing" had shaken the public's confidence in rail securities, he said. Government financial aid during the period immediately following government control, as planned by his committee, will not cause loss of government funds. Mr. Esch said, because rates must be such as to produce revenue for the carrier.

Solution Not Permanent.

The house plan of cheating tribunals for voluntary adjustment of labor disputes was "no panacea for labor ills," Mr. Esch said, "but the fulfillment of wage contracts, both by carriers and employers, was so essential that provisions for collection of damages for violations of contracts had been included."

Mr. Esch also said that interstate commerce commission control over future capital issues of carriers, as proposed by the house bill, would prevent repetition of the "shameful histories of the Pere Marquette, New Haven and other roads."

Representative Sims, Tennessee, ranking democratic committee member, declared his opposition to some provisions of the house bill.

"This is no permanent solution of the transportation problem," he said, "and I do not believe there ever will be."

Government acquisition of rail-

road rights of way, terminals and all other immovable property of the carriers, and then leasing them to private corporations, was advocated by Mr. Sims, who said private railroad financing had produced an "inverted pyramid which is constantly increasing."

Rental paid to the government by the operating company. Mr. Sims said, would reimburse the government for bonds issued to acquire the movable property.

Mr. Sims said he might later propose the continuance of government control for two years as a substitute measure.

"Absolute assurance has been given by the railroad administration that rates will not be increased during government control," he said, adding that continued government operation would postpone solution of the rail problem until after the 1929 election. He also asserted that further losses would not result from government operation.

High Salaried Presidents Not Needed

"Wall street is eternally discussing railroad credit, but who destroyed that credit?" asked Mr. Sims. He declared many railroad officials, including lawyers and chairmen of railroad directorates, receive "stupendous" salaries, which are considered in fixing rates.

"The country does not need any \$100,000 railroad presidents," he said, adding that he would propose that only \$20,000 of any salary be charged to operating expense.

"Let the rest of the salary be paid out of net income," he said. "Don't talk of putting handcuffs on the workers who get \$4, \$5 or \$6 a day when these officials get \$100 a day."

Declaring that the government would pay the six months' standard return only to roads applying for it. Mr. Sims said the guaranty section of the bill made the government "stand all losses and not share in the windings." He announces that he would seek to amend the bill so that the profit of one line might

help meet the deficit of another.

A GIFTED AND NOTED SPEAKER TO BE HERE NEXT SUNDAY

Dr. David C. Kellems, of the Eugene Bible University, a noted and gifted speaker, will be at the Christian church for the all-day meeting next Sunday and will speak in the morning at 11 o'clock, at the dedicatory exercises at 2:30 and at the evening service at 7:30 he will conduct a special evangelistic service. Dr. Kellems is a man with a message, a pleasing forceful and interesting speaker and you should hear him because you can't fail to enjoy him. Every member of the Christian church is urged to come and bring their luncheon to the all-day meeting next Sunday.

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In Japan individuals own only the surface of the ground and its products, all mineral deposits being government property.

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You will see a large range of many new silks at our silk department—Taffeta, Messoline, Crepe de Chine, Georgette, Marie, Fancy Plaids, Satin Daphne Silk, China, Usonia, Poplin. In fact we have a silk to suit the taste of everyone at prices that will save you at least \$1.00 on every yard in the better silks.
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