

# Stayton Standard

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C. E. DAUGHERTY, Editor.

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Six Months.....50

Advertising rates on Application

We have entered upon a new year and it is time for us to bury the hammer with which we have been knocking the state, county community, city and local business activities. Let us resolve to boost for Stayton, and the country tributary to it, for Marion county, for Oregon and local business and civic industries and improvements for at least one year and see if at the end of another 12 month we can not notice a marked improvement and advancement along all lines. In co-operation there is strength, so let us all co-operate in building up our community; first by trading at home; second by boosting for all local enterprises. This spirit will do much to call the attention of capital to our community and build up our home markets thus bringing a rich reward to us all.

Labor agitation is becoming a serious menace and a great drawback to our manufacturing industries. The strike that was just called by the union men in the shipbuilding plants of Portland is certainly a black eye to both the men and the companies involved. After a business stagnation lasting for four or five years, necessity has opened up a way whereby almost every idle man in Portland has secured employment at a living wage, and now comes along the agitator and calls a halt. The laborer is certainly worthy of his hire, but there is always two sides to every question. So the man with the money and ambition to open up any kind of an industry is also entitled to his hire and an interest on his investment. We want to say right here that the laborer is entitled to living wages for himself and family and if by frugality he can save something for a rainy day well and good, but the agitator is responsible to a large degree for the lack of industries along this coast, for as soon as someone has enough ambition to open up an industry it steps the agitator and demand that he just furnish the money, and hand your business over to me and I will run it to suit myself and if there is anything left when I get through you can have it. Such treatment as this will not bring any capital or industries into our borders and is crippling the industries we now have.

## Where Ideas Come From

Prohibition has come from the West coast. The progress of ideas in the United States generally to be in that direction. North of Mason and Dixon's line, and east of the Mississippi there are but two prohibition States. One of these is Maine, which has been a historic anomaly for over fifty years. The other is Michigan, which came into the dry column only at the recent election. The area of prohibition coincides almost exactly with the area which elected Wilson president. Most of the ideas which have had any potency in American politics during the present generation have originated in the west and traveled east. Certainly this is true of all issues that arose after the group of issues bound up with the Civil war disappeared. The Australian ballot came that way, the direct primary came that way. Is there any important issue, indeed, which has not come that way? In this identity of the birthplace of ideas with the area which elected Mr. Wilson there is a good deal of ground for

contemplation on the part of the leaders of the republican party. —Colliers.

## Fern Ridge

There has been quite a lot of snow on the Ridge for the past week, but is most all gone now.

The Ridge and Oak Glen schools will start again this week.

George and Tony Neitling were visiting at the Teopher home Saturday.

The farmers union was quite well attended.

Al Friedal was visiting at the N. Neitling home Sunday.

Paul and Ira Kirsch and Mr. E. Thomas were visiting at the N. Neitling home Sunday.

Mrs. J. K. Crabtree and Mrs. J. P. Wourms and daughter, were visiting with their mother one day last week.

Mrs. N. Neitling and son John, called at the Philip Wagner home Thursday.

A large crowd of friends and neighbors called at the Frank Basl home Sunday evening. The young people danced until midnight and returned home after wishing all a very Happy New Year.

Len Phillips was a Stayton visitor Tuesday.

John Etzel made a business trip to town last week.

Miss Ella Trimmerger, who is teaching the Oak Glen school, has returned from her Christmas vacation.

Most of the people of Fern Ridge are reported on the sick list since the snow fell, but we hope they will be better now that the weather has changed.

Albert Tietze went to Portland with his sisters Bertha and Ella, the latter having been visiting her sisters Bertha and Mrs. J. Richards.

The Fern Ridge farmers have seen quite a number of coyotes since the snow. No damage is reported.

## Triumph Notes

Verney Scott and Curtis Smith visited at Orlo Humphrey's last Thursday.

Giles Brown is spending a week with his grand parents the Staiger's.

Alfred Fox and family spent New Years Day at the Jos. Hendricks home.

Arnot and Ethel King called at O. W. Humphreys Monday.

Elvin and Willie Carter has purchased a 160 acre stock range.

Vincent Ritzinger and Eddie Highberger and wife called at Theo. Highberger home Sunday.

Mary VanHandel is working for Mrs. Orlo Humphreys.

Nick and Theo. Highberger attended the annual meeting of the Farmers Union at Fern Ridge Saturday.

We are pleased to see the snow disappearing.

We wish you all a happy and prosperous New Year.

Oregon Legislators plan \$18,000,000 bond issue for rural loans.

Portland—\$1,750,000 Portland-Vancouver bridge complete over Columbia river.

Salem—Attorney General demands \$33,320 to conduct his department on account of many laws enacted.

Portland—to reduce high taxes city and county government to be consolidated, School district and port district to be added to reduce overhead.

Overzealous. "Always speak the truth," said the man of precise standards.

"Of course," replied Miss Cayenne, "but some people in their desire to do so think they're called upon to constitute themselves private detectives in order to find out all the truth there is." —Washington Star.

Uncle Knew All About It. "Uncle Frank," said little James, "what is the difference between 'cute' and 'sneaky'?"

"According to your mother," said Uncle Frank reflectively. "It's the difference between what you do and what Mrs. Brown's little boy does."

## BRYAN AGAINST OWNERSHIP BY THE GOVERNMENT

### Gives Newlands Committee His Views on Railroad Control.

### COMPETITION PREFERABLE.

#### Federal Regulation Should Not Be Allowed to Exclude Exercise of State Authority, He Contends—Thinks Railroad Stocks Should Represent Actual Value and Be Stable as Government Bonds.

Washington, Dec. 11.—William J. Bryan, who started the country ten years ago by advocating government ownership of railroads, appeared before the Newlands Joint Committee on Interstate Commerce last week in support of the claim that the states should be allowed to retain authority over the regulation of all transportation lines within their borders. Mr. Bryan explained that he had long regarded government ownership as inevitable, but only because of railroad opposition to effective regulation.

#### Against Government Ownership.

"Personally I cannot say that I desire government ownership," he explained. "Because I lean to the individual idea rather than to the collective idea; that is, I believe that government ownership is desirable only where competition is impossible."

Alfred P. Thom, counsel to the Railway Executives Advisory Committee, previously had presented before the members of the Newlands Committee as one of his reasons for urging a better balanced and more systematic regulation of railroads the argument that this is the only alternative to government ownership. Calling attention to the restrictions imposed upon the transportation lines by conflicting state laws and regulations, and to the practical cessation of new construction and to the impossibility under existing conditions of securing the new capital needed for extensions and betterments of railway facilities, he warned the Congressmen that unless they provided a fair and reasonable system of regulation that would enable the railroads to meet the growing needs of the country's business the national government would be compelled to take over the ownership of the lines with all the evils attendant upon such a system.

#### Preservation of Competition.

Mr. Bryan, on the other hand, holds that the further extension of federal authority over the railroads would be a step in the direction of government ownership. He advanced the view that the centralization of control in the hands of the national government would impose too great a burden upon the regulating body, would offer strong temptation to railroads to interfere in politics and would encourage the general movement toward centralization of power in the federal government at the expense of the states. He said that he did not object to consolidations of railroad lines so long as they did not destroy competition, that he knew of no complaint against great railway systems because of their size and that he believed that the preservation of competition was the test to be applied to all consolidations.

#### Regulation of Securities.

Mr. Bryan declared himself in favor of national regulation of railway stock and bond issues, but added that he saw no reason why that should exclude the states from acting on the same subject as to state corporations. "I would like to see the stock of a railroad, as long as it is in private hands, made as unchangeable and as unvarying as the stock of a government bond," he asserted.

He suggested that railroad capitalization be readjusted to equalize it with actual valuation of the property represented, making due allowance for equities, and that when this was done the funds should be allowed to earn sufficient income to keep their stock at par and to create a surplus. The latter, he tentatively proposed, might be allowed to amount to 25 per cent of the capital.

#### Railway Earnings Low.

This subject of railroad capitalization and the amount of railroad earnings received further attention from the committee during its recent sessions. In answer to questions by Senator Cummins, Mr. Thom submitted figures showing the net earnings of the roads in recent years. These figures show that during the five years from 1905 to 1910 the average net earnings were 5.25 per cent of the net capitalization, while for the five years from 1910 to 1915 the average was only 4.56 per cent. The total earnings on the stock, computed by adding to the net operating income the income from the securities owned and deducting bond interest, were for 1910, 7.09 per cent; for 1911, 6.17 per cent; for 1912, 4.97 per cent; for 1913, 5.94 per cent; for 1914, 4.06 per cent; for 1915, 3.44 per cent, thus showing an almost continuous decrease throughout this six year period. It was announced that Halford Erickson, formerly chairman of the Wisconsin Railroad Commission, would submit more complete information on this subject to the Committee at a later date.

## Rings on Oyster Shells.

A popular theory about rings on an oyster shell being an indication of its age is not supported by the careful investigation of Miss Ann L. Massey, who tested specimens from the oyster station at Ardrey, at the head of Galway bay. It has been supposed by many that each ring, or group, on the oyster's deep valve stood for a year's growth. But Miss Massey says that this deduction is not reliable. After a patient scrutiny of over 600 samples of various ages, from eighteen months to six years, she says: "An oyster of eighteen months or two summers appears to possess at least two rings, but may have as many as five. One of three summers has at least two rings and may have six. A four-year-old oyster may have only three rings or may possess seven or eight." —London Mail.

## Life of an Arctic Sealer.

The arctic sealer has a very hard life. Sealing does not consist only of scrambling over ice fields in search of prey and battling breathlessly and fiercely when it is found. There are many incidental hardships to endure.

The usual type of arctic weather is a dense, lung clogging fog, with cold that is enough to freeze a glowing furnace. This fog, strange as it may seem, is oftentimes mixed with cruel billiards of heavy snow, made more terrible by high and constant gales.

The passing of the snow is usually accompanied by sleet and rain that are more penetrating than snow. Misery, therefore, is not an unfamiliar visitor to the crews of arctic sealers. —Detroit Free Press.

## Known by Their Walk.

A man's walk is as peculiar to himself as his personal appearance is. So much a part of himself is a man's way of walking, indeed, that it is most difficult to disguise. Many a fugitive from justice who has completely altered his ordinary appearance has been betrayed by his walk.

The peculiar gait of many people often indicates their occupation. The policeman, the soldier and the sailor each has his peculiar walk which betrays him. —Pearson's.

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