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About the State

Resume of the News of the Week from All Parts of Oregon

W. E. Williamson, former assistant postmaster of Portland, was found shot through the head Sunday in the lavatory of a train on the Spokane, Portland & Seattle railroad en route to Portland from Holbrook, Ore.

Officials of the Chinese tong which have been at war in Portland for several weeks past late last week signed a 30 days' truce.

Archie Philip, Coos county commissioner, went to Overland last week to arrange for the Coquille-Coaledo road. He has about 22 land owners in that district, whom he will see.

It is estimated that 100 carloads of hay have been unloaded at Robinette and nearby points in Baker county during the past week.

Whether a seed salesman can be held liable for crop failure resulting from impure or diseased seed is the legal question in a suit filed in the Lane county circuit court last week by L. H. Latham against E. H. Morrison, potato dealer, of Springfield.

The Oregon State Cattle and Horse Raisers' association will hold its annual meeting at La Grande April 24 and 25. That the program will be one of unusual merit became apparent when Secretary Correll of Baker last week spoke to the weekly gathering of La Grande merchants and professional men.

The owners of the Bandon shipyard gave a 15-day option on the yard to John Nielson and the latter has gone to Portland to interview parties who offer to furnish contracts for two large barges and probably several other vessels, and also others whom he believes will lease the plant and immediately commence construction of at least two barges.

Several parties at Reedsport have been engaged catching wild hogs belonging to W. P. Reed. A good many of these animals have strayed away during the past years and have become as wild as deer and as ferocious as those we read about in olden times.

In an attempt to swat the high cost of living all unused lots and backyards in Pendleton are being planted to vegetables.

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ANOTHER CANADIAN

The fifth Canadian minister to enter the local field has arrived in Oregon City in the person of Rev. W. B. Stewart, lately of McMinnville. Mr. Stewart will relieve Rev. A. J. Ware in the county mission field for the First Baptist church. He is to deliver his first sermon at the local church this week. Mr. Ware has accepted a permanent charge at Gresham.

MARKO'S DILEMMA.

An Old Servian Legend of a Prophecy and its Fulfillment. Prilep, in Servia, is dear to the hearts of all Servian peasants, for around it cluster countless stories of one of the nation's most popular legendary supermen—Marko Kraljevitich, otherwise King's Son Marko. The ruins of the castle of King's Son Marko overlook the town, and if the visitor proves to be a sympathetic auditor the guide will no doubt point out to him in the slabs of rock which strew the approach to the stronghold the indelible hoof prints of the master's favorite steed, Sharatz. And if you should happen to be in Prilep on the anniversary of Marko's festival, or "slava," you can prove to your own satisfaction whether there is any truth in the widely credited peasant legend that at midnight the doors of the castle chapel burst open and the hero, fully armed, rides in on his plebeian charger, although the Marko of the flesh has been dead for 500 years.

In an old Servian ballad called "Marko's Judgment" there is recited this prophecy: Kralj (King) Vukashine, Marko's father, whose chief fortified city was Prilep, speaks first: "Son Marko, may God slay thee! Thou shalt have neither monument nor posterity, and ere thy spirit leaves thy body the Turkish sultan thou shalt serve." Then speaks the czar, Stephen Dushan: "Friend Marko, may God help thee! Bright be thy face in the senate, sharp thy sword in battle. Never shall our surpass thee. And thy name shall be remembered so long as sun and moon endure."

And here, according to peasant folklore, is how that prophecy was fulfilled: Upon the death of Vukashine, Lazar Hrebiljanovitch, Count of Sirium, was elected czar. Bitterly disappointed at the failure of his own candidacy, Marko threatened the life of Lazar and was forthwith deprived of his life. Peniless and disheartened, Marko turned to the court of the hated sultan and enlisted in his army to fight the Moslems of Asia Minor. (It should be remembered that it was no disgrace for a Servian to fight with the Turks provided the opposing forces were other Turks, for a Turk less, in whatever cause slain, was a blessing in the eyes of the Servians.)

In time, however, Marko's command was brought west to wage war against the orthodox prince of the Roumains. Loyal to his Mohammedan sovereign, when he came upon the field of battle, Marko's heart failed him when he saw the men of his own faith drawn up against him, and, facing the dilemma of choosing between proving traitor to his chief or lifting his sword against those of his own faith, he cried out, "Oh, God, do thou this day destroy all those who fight against Christendom and foremost Marko!" Saying which, he threw his body on the Christian spear and died without striking a blow.—National Geographic Society Bulletin.

Beginning of the Drama. The theater in the only sense that is worth considering was born in Athens. Both tragedy and comedy spring from feasts in honor of Bacchus, and as the jests and frolics were found to be out of place when introduced into graver scenes a separate province—the true drama—was formed and comedy arose. The father of the Greek comedy was Aristophanes, who had lots of fun lampooning the public men of Athens. The creator of Greek tragedy was Aeschylus, born B. C. 525. In sublimity Aeschylus has never been surpassed. He is to the drama what Phidias and Michelangelo are to art.

Soldiers and Socks. The German soldier does not wear socks, but furs-lapen. These are strips of cloth soaked in tallow and wound about the feet. They are supposed to be preferable to socks, in that they wear more evenly, are more easily cleaned and, when properly worn, are not so likely to wrinkle and cause blisters.

Military authorities disagree, however, as to the relative value of socks and tallow soaked strips. Either covering, though, is considered preferable to the custom of wearing no socks, which has prevailed in the French, Spanish and Italian armies.—Outlook.

The Absentminded Motorist. "There's an automobilist in distress. Suppose we stop and ask him if there is anything we can do?" "Are you referring to the man who is sitting still, with a faraway look in his eyes?" "Yes." "I know that fellow. He's probably wondering where he's going to get the money to pay the next installment on his car."—Birmingham Age-Herald.

Quite Possible. "Here's an account of a man's death which said he was in perfect health a few minutes before he expired. Now, that's ridiculous." "Not at all. He might have smoked too near a gasoline tank."—Baltimore American.

Valued Testimony. The Mistress—Does this hat make me appear younger, Mary? The Maid—Yes, mum. When we went to market together yesterday they took you for my daughter.—Puck.

Its Endurance. "Does your wife always insist on having the last word?" "Yes, and it lasts all right too."—Baltimore American.

One grain does not fill the granary, but it helps its companions.—Portuguese Saying.

RAILROAD SITUATION

IS NOW LARGELY UP TO CONGRESS

Must Share Responsibility In Future Development.

ROBERT S. LOVETT'S VIEWS

"Unification of Regulation Is Essential." A Complete, Harmonious, Consistent and Related System Needed—Federal Incorporation of Railroads by General Law Favored.

Washington, March 26. — Responsibility for the railway development of the country, for providing necessary transportation facilities to care for the growing business and population of the country, now rests largely with congress and not entirely with the railroad managers. This was the statement of Judge Robert S. Lovett, chairman of the executive committee of the Union Pacific system, to the Newlands joint congressional committee when that body resumed its inquiry into the subject of railroad regulation this week.

In making this statement of the changed conditions of the railroad situation Judge Lovett undoubtedly had in mind the decision of the supreme court on the Adamson law, handed down last week, which establishes the right of the federal government to fix railroad wages and to prevent strikes. This decision is regarded by railroad men and lawyers as marking an epoch in the development of transportation in the United States.

"We have our share of responsibility," said Judge Lovett, "but it rests primarily on congress. When the government regulates the rates and the financial administration of the railroads, the borrowing of money and the issuance of securities it relieves the railroad officers of the responsibility of providing and developing transportation systems, except within the limits of the revenue that can be realized from such rates and under such restrictions.

"For a country such as ours, for a people situated as we are, to blunder along with a series of unrelated, inconsistent, conflicting statutes enacted by different states without relation to each other, instead of providing a complete and carefully studied and prepared system of regulation for a business that is so vital to the life of the nation, is worse than folly."

He summed up the present problems and difficulties of the railroads as follows:

First.—The multiplicity of regulations by the several states with respect to the issue of securities, involving delays and conflicting state policies generally dangerous and possibly disastrous.

Second.—The state regulation of rates in such a manner as to unduly reduce revenues, to discriminate in favor of localities and shippers within its own borders as against localities and shippers in other states and to disturb and disarrange the structure of interstate rates.

Third.—The inability of the Interstate Commerce Commission, wherever the commissioners may be, to perform the vast duties devolving upon it under existing laws, resulting in delay—which should never occur in commercial matters—and compelling the commissioners to accept the conclusions of their employees as final in deciding matters of great importance to the commercial and railroad interests of the country.

Fourth.—The practical legality that has been accorded conspiracies to tie up and suspend the operation of the railroads of the country by strikes and violence and the absence of any law to compel the settlement of such disputes by arbitration or other judicial means, as all other issues between citizens in civilized states are to be settled.

Fifth.—The phenomenal increase in the taxation of railroads in recent years.

Sixth.—The cumulative effect of these conditions upon the investing public, to which railroad companies must look for the capital necessary to continue development.

"We believe that the unification of regulation is essential," said Judge Lovett, "and that with the rapid increase of state commissions in recent years congress will in time be compelled to exercise its power in the premises. To unify regulation there should be a complete, harmonious, consistent and related system. We believe the best, if not the only practical plan, is the federal incorporation of railroads by general law, which will make incorporation thereunder compulsory, thus imposing on all railroad companies throughout the United States the same corporate powers and restrictions with respect to their financial operations and the same duties and obligations to the public and the government, so that every investor will know precisely what every railroad corporation may and may not lawfully do."

Judge Lovett contended that the solution of these problems and difficulties rested with congress. He told the committee that under the constitution the authority of the federal government is paramount, that congress has the power to legislate for a centralized control of railroads under federal charters and that it only remains for that body to exercise that power.

DENNY BRINGS SUIT

Charges That Sullivan Appropriated Partnership Funds

Charging that Larry Sullivan refused to divide the profits of the business of the Friars' club and that he misappropriated funds of the business, Martin Denny last Thursday brought action in the county court to have the partnership between him and Sullivan dissolved.

Denny says in his complaint that the two became partners in the Friars'

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club business on December 21 last and that Denny put \$2037 into the capital of the club. Sullivan has failed to cover any part of this, Denny charges. Sullivan has failed to make an accounting of the money and has appropriated \$500 to his own use, it is charged. Sullivan has taken in money made in the business, Denny says, and has refused to divide the profits with him. The partnership between the men came to a climax last week when Sullivan is said to have ordered William Lacy, a club employe, to keep Denny off the premises. Denny appeared while Sullivan was in Portland and says Lacy attacked him with an ice pick. In the fight that ensued Lacy was hit between the eyes with a glass and Denny was stabbed in the back with an ice pick. The result was that Denny and Lacy were arrested and are under bonds in the Milwaukee justice court and Sullivan and Denny were held to answer charges of selling liquor unlawfully. The mixup led to the discovery of secret caches of whisky about the club grounds.

THE SPIRIT OF 1917

Churches and Schools Evidence Fine Spirit of Patriotism. Oregon City is dressing up in her patriotic colors. The spirit has been carried to practically all the business houses and to at least three of the churches. The Sunday school class, led by C. H. Dye, at the Congregational church has donated a fine American flag to the church and it has been raised on the front of the building. The Baptist and Presbyterian churches have raised the starry emblem. The courthouse flag was taken down last week because of the windstorm, but in its place a huge banner has been draped over the front door of the building. Flags are literally everywhere.

Into the rural districts the spirit of the day has permeated. Last Thursday at the Henri school, east of Oregon City, a 70-foot flagstaff was erected on the playground and amid much ceremony on the part of the little folks a large flag was raised. As the flag was being placed the pupils, parents and school board united in singing "The Star Spangled Banner," and in saluting the emblem. The Henri school board worked for a day and a half in finding and erecting the great pole, and the expense of getting it in shape to hold the banner was born by the board, the children and parents.

APPEAL UNAVAILING

Tragedy of 1915 Recalled When Court Sustains Judge Campbell

The last chapter of the Summerfield tragedy was written into the records of Clackamas county Monday when a mandate from the supreme court upheld Judge Campbell in a decision for the Southern Pacific company in the suit brought against the company by Edward Summerfield, administrator of the estate of Alma Summerfield.

The case was tried in the circuit court here on June 3, 1915, and was appealed. Alma Summerfield and little sister, accompanied by Melvin Hagen, were crossing a Southern Pacific trestle south of Canby on January 7, 1914, when a belated train

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caught them midway on the structure. Hagen helped the younger girl off the trestle and went back to get Alma when the train killed both. The father of the girl sued the company for \$2999 and was denied judgment. For the heroic work of the young man who was killed in an attempt to save the life of his friend, his father was given a Carnegie hero medal. Farewell to Ford. Bernard Ford, who has been living at the home of his aunt, Mrs. A. C. George, at Oak Grove, left Monday for eastern Oregon, and on Saturday evening Mrs. George tendered him a farewell party at her home. The game of "500" was played and the hostess served refreshments. Those present were: Marjorie McLean, Vida Cunningham, Ray and Clarence Fryer, of Portland; the Misses Edith and Marion Dunham, Meredith and Stella Hubbard, Hester Armstrong, Edith Griffith and Katherine Kuks, and Messrs. Vernon Bennett, Earl Yeon, Cornelius Stein, Harold Wood and Lester Kuks, of Oak Grove. Brugger Wants Papers. Ulrich Brugger, an Oregon City dairy man, Saturday filed application for final certificate of citizenship. Brugger is a native of Switzerland and came to America from France in 1903. He is 29 years old and has been in Oregon since October 21, 1903.

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