

Wouldn't You Like to Get Rid of That Catarrh?



Well, here is your opportunity. I am going to give away, during the next ten days, two thousand packages of Gause Combined Treatment to those who need it, and if you want relief, sign the coupon at the foot of this notice, and the free package will be forwarded to you at once by parcel post.

I want to prove to you that Gause Combined Treatment will relieve your catarrh. The medicine, by its action on the mucous membrane, strikes at the root of the trouble and gives permanent relief by removing the cause. This is the only correct way to treat catarrh and if you want quick relief and lasting results, send at once for the free package. Fill out the coupon below and package will be sent to you by return mail.

FREE
This coupon is good for a package of GAUSE COMBINED CATARRH TREATMENT, sent free by mail. Simply fill in your name and address on dotted lines below, and mail to C. E. GAUSE, 4026 Main St., Marshall, Mich.

SIX CENT FARE ALLOWED ON LINES

(Continued from page 1)
On October 5, 1917, the commission entered findings and order. The findings covered the question of the commission's jurisdiction, the method of determining the present investment of the utility in each of its several departments, watered stock, revenues, expenses and the effect of war conditions.

Wages Entered Controversy.
The employees of the company were then asking for shorter hours and higher wages and a statement was presented of hours of labor and earnings of platform men which caused the commission to conclude that the granting of shorter basic day and a reasonable increase in wages is justified. The commission, however, declined to enter into any discussion of the proper amount of wages to be paid, believing that to be the function of the company, to be settled by it with due regard to the effect on earnings and the interests of the stockholders.

Wages Entered Controversy.
In view of the unsettled condition of the wage question the commission was not satisfied with the definiteness of the showing made. It was felt also that in a matter affecting the interests of so many people, the public ought to be informed in advance of action rather than following it.

Jurisdiction Is Questioned.
Jurisdiction of the service commission in the case was repeatedly questioned by the city of Portland, but was established in an opinion by Attorney General Brown.

ed by the company with the result of a net increase in revenue of \$20,000 a month.
By reduction of the number of cars on many lines, the average service in proportion to traffic being now somewhat less than in 1916-17 a material saving in operating expenses was effected. Studies have been constantly being made and records kept of the movements and distribution of traffic to the end that the commission may have complete knowledge of the street-car service at all times. Excessive loading is considered harmful to both company and public, and every effort is being made to distribute car service in proportion to congestion of traffic. By continued improvement in this regard, and further adjustment of hours of opening, and closing commercial and industrial establishments, most of the present overloading can be eliminated, and the commission will see that additional service is provided to the extent justified by the existing circumstances.

Workers Are Satisfied.

Following the issuance of the commission's order, the company resumed negotiations with its employees, the parties meeting in a commendable spirit of fairness and moderation on either side and finally entering into an agreement for arbitration. The result was the granting of the demands of the men in full, but with the right reserved to the company to set aside the award, if the commission should not, by January 1, 1918, grant sufficient increase of rates to enable it to pay the new scale of wages. The men now express entire satisfaction with both hours and pay.

"Acting on our recommendation," says the order of yesterday, "the company requested from the council of the city of Portland an explanation as to its power and inclination to remove the unjust public burdens pointed out by the commission. In reply there has been presented in evidence before us a copy of an opinion of the city attorney of Portland directed to the council and dated October 29, 1917, in which the city attorney holds that relief from the burdens of hard surface paving and maintenance thereof, and also from bridge tolls can only be granted by an amendment to the charter of the city.

Hitherto, we have thought only of accommodating the service to the public, but it is possible to vary the movements of the public to suit the service. Considerable progress has been made in the spreading of peak loads by changes in the hours of beginning and quitting work in large industrial establishments, but much remains to be done. Office employees and professional men may also vary their hours in some degree so as to avoid traveling at times when the cars are crowded with those in other occupations.

One-Man Cars Opposed.
In the matter of operating one-man cars the company feels that under the conditions prevailing in Portland considerations of safety prevent this idea being put into effect, except to a very limited extent. For the last five years the gross revenues of the company for November have averaged 8.22 per cent of the total for the year. Assuming the same ratio for the same month for the fiscal year of 1917-1918, the commission has determined that the rate of return on the value of the street railway property is only 1 1/2 per cent. This takes into account the curtailments of service recommended by the commission and the present wage scale.

The public has been hard to persuade that the claims of the company relative to difficulties have not been fictitious. The order says:
"In spite of all that has been said, there still lingers a popular impression that the difficulties of the street railway company are fictitious and are merely used as a cover for an attempt to extort a profit on watered stock. We therefore wish to repeat with the utmost emphasis that if the stocks and bonds of the company were one hundred times the real value of the property it would have no effect on this case. The appeal of the applicant and the decision of the commission are based on the commission's own valuation of the property, which in turn was governed chiefly by the cost of reproducing the property at the prices

EASY TO DARKEN YOUR GRAY HAIR

You Can Bring Back Color and Lustre with Sage Tea and Sulphur



When you darken your hair with Sage Tea and Sulphur, no one can tell, because it's done naturally, so evenly. Preparing this mixture, though, at home is messy and troublesome. At little cost you can buy at any drug store the ready-to-use preparation, improved by the addition of other ingredients, called "Weyth's Sage and Sulphur Compound." You just damp a sponge or soft brush with it and draw this through your hair, taking one small strand at a time. By morning all gray hair disappears, and, after another application or two, your hair becomes beautifully darkened, glossy and luxuriant.

Gray, faded hair, is a sign of old age, and as we all desire a youthful and attractive appearance, get busy at once with Weyth's Sage and Sulphur Compound and look years younger. This ready-to-use preparation is a delightful toilet requisite and not a medicine. It is not intended for the cure, mitigation or prevention of disease.

and under the conditions prevailing from 1912 to 1916.

This valuation represents the original actual and rightful cost of construction, stripped of all elements of exorbitant profit, fictitious stock value and the like, but modified by changes in prices and values of the component parts between the time of construction and the date of valuation. Both in theory and in fact it represents the true present investment of the owners.

Water Power Exhaustible.
Bearing a vital relation to the interests of the street railway company is Portland water power. The commission finds Portland in serious danger of a check to the growth of its new industries from lack of power to supply them. The commission holds it evident that if the company be denied relief it must inevitably go into the hands of a receiver, for on its interurban lines operating expenses equal receipts, and the earnings of the light and power department are insufficient to meet the bonded interest of the whole system or even to make a fair return upon the investment in that branch of the utility. The primary duty of the receiver would be to conserve the property, and the public would receive service only so far as the interests of the property would permit. Having no means at his command other than the revenue from operations, and no power to increase the fares, the receiver, in the event of the commission, he would be compelled to cut the service to the point where receipts would equal expenses.

Automobile Traffic H's Hard.
"This commission believes that it would be derelict in its duty," the order continues, "if it should refuse the proper amount of relief. The company, after having reached in 1912 a stage of development in which it was able to earn a return of 8 per cent, and having thus proved the soundness of its investment, encountered a combination of adverse conditions which could not have been foreseen. Financial stringencies, the enormous increase in private automobiles, jitney competition and war prices formed an alliance against which no industry is able to protect itself by an increase of prices could possibly contend. For five years the company struggled to overcome these difficulties: its stockholders have contributed \$2,500,000 to meet the constantly increasing deficits and to maintain the safe and reasonable service to which the public is entitled. There has been a marked reduction in overhead costs of supervision, brought about by the consolidation of departments and reduction in the number of officials. Now on the eve of better times comes the necessity for a great increase in wages. The utility consequently finds itself unable longer to carry the burden and appeals for that relief for which it might properly have asked at a much earlier period, had it not been that its patrons were equally burdened."

Rates Must Follow Costs.
"Under state regulation of rates no utility is permitted to earn a surplus during good times by which to carry itself over the lean years which may lie ahead of it. Rates must at all times be kept down in conformity with the value and cost of the service rendered. Justice, therefore, requires that when cost goes up, rates should do likewise.

"The law forbids the establishment of rates whose effect will be the confiscation of the property of the utility. It has been shown to the satisfaction of the commission that the existing rates, with the present cost of operation, with the fact, confiscatory. What the commission has no legal right to establish.

lish, it has no moral right to maintain.
Service Reduction Not Feasible.
"The possibility of reducing the expenses within the receipts at the 5 cent fare, by further curtailment of service has been suggested. At first thought this seems feasible. Operating expenses and bonded interest exceed receipts by only about 12 per cent. If this difference could be overcome, interest on the balance investment might wait for better times. But it must be remembered that a large part even of the operating expenses does not vary with service. Ties rot, tracks settle, pavements go to pieces, rails rust, car timbers decay, even if there is no service at all.

City Ownership No. Cheap.
On the question of municipal ownership the commission says:
"The cost of service would not be less if the city should take over the street car system and operate it. With the present service and equal efficiency of management, the operating expenses would be the same as at present while power instead of being furnished as now at cost would have to be paid for at commercial rates. Under such conditions it is not likely that the property could be bought for any less than the commission's valuation and if the courts took account of the present scale of prices, of materials and labor, the cost would be increased at least 25 per cent. Money for such purpose could not be obtained for less than 6 per cent so that the interest charge would be at least as large as now.

"Under city management service could be maintained only by a resort to one or more of the following expedients: Reducing service, cutting wages, raising fares, or making up the deficit by taxation.

Permanent Policy Established.
"Thoughtful consideration will reveal a community of interest between the three parties to this situation, the employees, the investors and the public. No fair-minded person will deny that it is for the good of all that the first should be well paid and not overworked; that the second should be fairly, but not excessively rewarded; that the third should be served at the lowest rate possible consistent with the other conditions. At the same time the incentive of personal reward must be retained, or economical operation is impossible.

"The commission hopes to bring about a state of affairs wherein the interests of all shall be properly guarded. The employees are now well cared for. Whenever the revenues reach an amount sufficient to give the owners the minimum fair return on their investment, it will be the policy of this commission so to regulate rates that, with the cooperation of the company, any further profits will be equally divided between the three parties, the employees receiving more wages, the company more revenue and the public better or cheaper service. Efficient management will then be rewarded by increased dividends, and faithful service by higher wages, while the public will profit from both by reduced fares.

The order issued yesterday makes it incumbent upon the company to continue its reports to the commission relative to operation under the new regime. The application of the order is restricted to intrastate business only and not interstate commerce.

RUB RHEUMATIC, ACHING JOINTS AND STOP PAIN

Instant Relief with a Small Trial Bottle of old "St. Jacob's Oil"

Rheumatism is "rain" only. Not one case in fifty requires internal treatment. Stop drugging! Rub soothing penetrating "St. Jacobs" oil right into your sore, stiff, aching joints, and relief comes instantly. "St. Jacobs Oil" which never disappoints and can not burn the skin.

LOWER HOUSE HAS FEW CANDIDATES
(Continued from page 1)
a formidable candidate. The senatorial candidacy of George Weeks and A. M. LaFollette has been looked upon as a certainty, but there are those who think that Mr. LaFollette may throw his support to Louis Lachmund in whose favor sentiment appears to be growing.

Judgeship Speculated On.
Another political office that will soon be subject to a lot of speculation is that of circuit judge in case Judge P. E. Kelly should be elevated by the electorate to the supreme bench. Kelly's term as circuit judge does not expire until January, 1921, hence his successor would be an appointee of the governor.

The appointment would doubtless fall to some Linn county lawyer. There appears to be no dearth of vital. Albany has such Republicans as Gale S. Hitt, present district attorney, W. L. Marks, L. L. Swan, J. R. Wyatt and H. H. Hewitt who was formerly on the circuit bench. Outside of Albany the name of N. M. Newport of Lebanon has been mentioned.

NEW TODAY TOO LATE TO CLASSIFY
WANTED LADY TO CARE FOR TWO small children, by the hour. Phone 1477.

First Photo of American Prisoners in German Hands



This picture of American prisoners taken by the Germans on the French front was published in a German newspaper, and came to the United States as an official British picture. In the larger photograph there are six American prisoners (each indicated by a cross) being questioned by German officers, some of whom seem amused at the discomfort of the Americans. The names of the three men whose heads are shown are not known. Perhaps some American father or mother will here recognize her son, and know he is not dead though reported missing.

COMMISSION MAY HAVE LESS WORK

Local Men Comment on Government Direction of Railroad Traffic

By C. W. COWGILL
In a series of interviews yesterday such men as F. G. Deckebach, H. S. Gile, Manager McDaniel of the commercial club, General Agent A. A. Mickle of the Southern Pacific company, and J. W. Ritchies of the Oregon Electric railroad, expressed the consensus of opinion that since the railroads have been taken over by the government, the different interstate railroads commissions, about forty-eight of them will have little or nothing whatever to say in regard to the movement of interstate or local freight trains.

May Relay Through Commission.
It is possible, of course, that he may relay his orders through the public service commission of Oregon, but to do so, it is held, would only make that much more delay and opportunity for confusion to arise.

Sproule's own words, uttered the day he received his commission from Secretary McAdoo, were:
"Let us not forget that the center of the target at which the nation is aiming is war. If we keep our mind fixed upon that as the center we will have a better measure of what is taking place."

Looking backwards only a few years to the time of the "greenback" movement in Illinois, when the first railroad commission was established in that state, about the only thing it did, and did well, was the establishment of a system of grain inspection, which has since become not only national, but international.

Improvement Predicted.
The Oregon public service commission has its own field of important work to look after. An unusual chance for a six months' trial of the new government managed railroads will score a success of failure, but in the opinion of Mr. Gile, it will be of no doubt benefit locally, as clearing up congested yards and tracks, and eliminate, according to R. C. Paulus a host of high salaried railroad officials to use their talents in aid of the government in other directions.

All traveling freight and passenger agents in the west, as well as the east have been given office positions. The latest local change is that of W. S. Powers, recently traveling freight and passenger agent of the Oregon Electric in Salem, transferred to a joint agency in North Portland, Union Stock yard district.

There is no use for soliciting agents in any department of a railroad, as the government sends cars as it pleases, regardless of orders of shippers, but guarantees the railroads the same net earnings they have had in the past.

Boyer Counts Noses When Gopher Scalps Come In

The market for scalps of gophers and squirrels took a sharp turn upwards, almost swamping County Clerk Boyer, who was buried nearly all day yesterday by a pile of scalps. Higher than his head. He took off his coat, rolled up his sleeves, and went at it, like a little man, sweating freely over the job, while anxious farmers and their sons tallied while he counted 1544 scalps, and doled out the money for them.
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OSTEOPATHS MET IN CONVENTION

Salem Physicians Attend Meeting in Morgan Building, Portland

The mid-winter meeting of the Oregon Osteopathic association was held in Portland Saturday in the assembly hall of the Morgan building. Dr. R. Walton and M. L. Mercer were in attendance from Salem. About fifty members of the profession were present from all parts of the state.

Some very interesting clinics were held. One clinic of especial interest was that on Fott's Disease, or Tuberculosis of the spine, conducted by Dr. Otis F. Akin of Portland. One interesting phase of the particular benefits Osteopathy is able to render the army and navy, especially for shell shock and other particular conditions resulting from the new form of warfare.

The program of the meeting follows:
9:00—Meeting opened by the President—Dr. C. A. Pengra, Portland.
Technique of the Lumbar Region—Dr. Olive C. Waller, Eugene.
Discussion led by Dr. W. L. Mercer, Salem.

Possible Cause of Epilepsy: The treatment—Dr. Harriet Sears, Vale. Discussion led by Dr. Mabel J. Doring, Portland.
The Menace of Diseased Tonals—Dr. Sydney L. DeLapp, Roseburg. Discussion led by Dr. L. Gates, Portland.

Mental Therapeutics—Dr. C. T. Samuels, Baker. Discussion by J. A. Van Brakke, Portland.
12:15—Luncheon.
1:30—Clinics—in charge of Dr. R. B. Northrup, Portland.

The Progress of steopathy—Dr. R. C. Virgil, Dallas.
Osteopathy and the War—Dr. A. P. Howells, Albany. Business session. Adjournment.

A NATURE STUDY.
"What is that noise?" asked little James.
"Out walking in the park; 'That noise you hear,' his father said.
"Is but the dogwood's bark."
And tell me why the dogwoods bark."
He heeded, "with such-to-do!"
"I think," his father said, "they hear 'The pussy-willows mew.'"
—Cleveland Leader.

TAILOR-MADE SUITS In Mid-Winter Weights and Styles For the Man Who Cares See the Suitings at THE SCOTCH Woolen Mills Store And Make Your Choice WE HAVE THE LATEST IN COLORS and WEAVES 426 State Street

Conkey's POULTRY TONIC

Get winter cure. Tonic on the system. Prevents influenza. Just good tonic. See and try. At all druggists.
Fletcher & Byrd
D. A. White & Son 231-231 State St.

ECZEMA CAN BE CURED Free Proof To You

All I want is your name and address so I can send you a free trial treatment. I want you just to try this treatment—that's all—just try it. That's my only argument.
I've been in the drug business in Fort Wayne for 20 years, nearly everyone knows me and knows about my successful treatment. Over six thousand five hundred people outside of Fort Wayne have, according to their own statements, been cured by this treatment since I first made this offer public.
If you have ECZEMA, Itch, Salt Rheum, Tetter—never mind how bad—my treatment has cured the worst cases I ever saw—give me a chance to prove my claim.
Send me your name and address on the coupon below and get the trial treatment I want to send you FREE. The wonders accomplished in your own case will be proof.
J. C. HUTZELL, Druggist, 2557 West Main St., Fort Wayne, Ind.
Please send without cost or obligation to me your Free Proof Treatment.
Name _____ Age _____
Post office _____ State _____
Street and No. _____