

MILD CLASH AT HEARING

Railroad Controversy Aired at Meeting of Resolutions Committee

A mild clash as to the extent to which the interstate commerce commission has authority to require common or joint use of railroad facilities, and as to the number of times requests had been made of the commission similar to that now before it from the Oregon public service commission, took place at a hearing before the senate resolutions committee yesterday.

The joint memorial, now pending, addressed to the interstate commission, the Oregon delegation in congress, the United States attorney general and the president of the United States, requesting that Oregon receive consideration in the decision that will dispose of the Central Pacific properties was under discussion.

The meeting was only well under way when there was a call for the senators to return to the chamber and the meeting will be continued today.

After Mayor Doolittle of Ontario had spoken briefly and P. J. Gallagher of Ontario and W. J. Hanley of Burns had presented the case of central and eastern Oregon, Frank J. Miller of Albany, former member of the public service commission, declared that there is no federal or state law by which the interstate commerce commission can compel a common-user of main lines. He said this would apply to terminals.

Joint User Denied

Gallagher wanted to know why the tentative decision of the interstate commission makes that provision for the Southern Pacific and the Union Pacific from Oregon to San Francisco, Miller and Ben C. Day, attorney for the Southern Pacific, both averred that the tentative decision does not do so. Mr. Day was to explain how it does not in his argument, but the conference adjourned before he had spoken.

Mr. Miller, who said he represented commercial clubs of the Willamette valley and denied vehemently that he is in the pay of the Southern Pacific, declared that the Southern Pacific would build the Natron cut-off if its application is granted by the interstate commission. He said further that if the Southern Pacific is allowed to invade eastern Oregon it will be compelled to build feeder lines for the benefit of eastern Oregon or else the Union Pacific will build them.

Miller States Policy

Mr. Gallagher challenged this, asking if the interstate commission might not deny applications to build roads in eastern Oregon before sufficient tonnage has been developed there. Miller said not, declaring that railroads have never been accustomed to wait until the tonnage was available before invading a territory.

"The interstate commerce commission has just recently turned down four or five applications on that ground," declared Gallagher. Mr. Day interrupted to say that the present case is the first of its kind that has ever come before the commission, and turned to H. H. Corey, chairman of the public service commission, for confirmation of his statement.

Corey Takes Issue

But Corey took issue with Day, declaring that Gallagher's statement was correct.

Mr. Miller declared he was thoroughly in accord with the eastern Oregon representatives in their desire for railroad development, but declared the common

FEARED KLAN VICTIM



Harold Teegerstrom, the 19-year-old bookkeeper at the Carbon plant at Spyker, La., one of the chief witnesses in the case against the Ku Klux Klan, murderers of Daniels and Richards, has been kidnapped, and it is feared he has been the victim of foul play.

user arrangement desired by them and the public service commission would militate against this rather than bring it about. He said it would invite litigation and retard development. He reiterated any kind of a common user agreement, declaring it has not helped Oregon between Portland and Seattle, and that not a foot of railroad has been built in eastern Oregon since the Union Pacific and the Hill line entered into a common user agreement along the Deschutes river. He declared that if the Southern Pacific should complete the Natron cut-off and the Union Pacific should build from Crane westward there would be a free flow of traffic over the new line at the discretion of the shippers themselves.

Gallagher Urges Action

Mr. Gallagher urged that every thing possible be done in Oregon prior to January 19, when the final decision is to come down, to cause the interstate commission to consider Oregon's future. At his suggestion the committee cut down the verbiage of the resolution, removing all descriptive matter, and arranging it so that all the prospective lines are not enumerated. The resolution now simply calls for construction from Crane westward to whatever point the interstate commerce commission might designate. As changed it would admit of entrance into the Willamette valley either by Minto pass or the Natron cut-off. Mr. Gallagher advised that the legislature should not take a partisan stand, but simply insist upon a plan that would develop Oregon.

William Hanley, speaking for the resolution, declared that construction insisted upon means more to Oregon than all other railroads combined. He said it was strictly a matter for the legislature and the people of the state to take up.

RECOVERS FROM LA GRIPPE COUGH

"Was very bad with LaGrippe and had a severe cough. Tried Foley's Honey and Tar and it stopped my cough and I got better," writes Mrs. Mary Klesby, Spokane, Washington. Coughs resulting from LaGrippe, Influenza, Bronchitis, Whooping Cough, Asthma and Spasmodic Croup are quickly relieved with Foley's Honey and Tar. Contains no opiates—ingredients printed on the wrapper. Largest selling cough medicine in the world. Refuse substitutes. Insist on Foley's Honey and Tar. Sold everywhere.—Adv.

OLD RESIDENT PASSES IN SOUTH

J. H. Davis, Former Salem Man, Dies at Age of 88 Years, in Long Beach

John Henry Davis, formerly of Salem, died in Long Beach, Cal., Monday night, January 8, according to information received in Salem by friends of the family. Mr. Davis had resided in Salem for several years before going to Long Beach three years ago. He was 88 years of age at the time of his death.

Miss Abbie Davis, a surviving daughter taught for five years in the Lincoln school in Salem and has many friends here. She is now teaching in Long Beach where the family have resided for the last three years. The body was taken to Fairbault, Minn., for burial.

Mr. Davis was born in Bangor, Me., December 5, 1834. In 1845 he went with his parents to Fort Atkinson, Wis., part of the way by the Erie canal and the remainder of the route on ox team over the blazed trail. Surviving are the widow Mrs. Esther M. Davis, whom he married 35 years ago, and four children, all of Long Beach, Mrs. Frank Palmer, Miss Abbie Davis, a teacher in the Edison school; Dr. Warren B. Davis and Angus H. Davis.

REALTY EXCHANGES Reported by Union Abstract Company

Wm. ruckman to O. Redfield and wife, land in claim 34-6-1W, Marion county, Oregon, \$10.

City of Salem to L. A. Hines, lot 13, block 4, Oaks addition to Salem, Oregon, \$639.

L. Townsend and wife to L. A. Hinz, lot 13, block 4, Oaks addition to Salem, Oregon, \$2.

W. G. Krueger and wife to R. Wilbanks and wife, lot 9, block 5, Highland addition to Salem, Oregon, \$10.

H. B. Earley and wife to C. A. Mulkey and wife, land in section 13-2-1, E. Marion county, Oregon, \$1.

P. Wright and wife to W. A. Wood, land in claims 33 and 70-4-1W, Marion county, Oregon, \$4600.97. (By Sheriff).

M. Broughton and husband, to Willamette Mortgage Loan company, land in claims 33 and 70-4-1W, Marion county, Oregon, \$2300.

W. M. Graham and wife to A. Odder and wife, land in claim

PRINCETON'S TRIBUTE TO ONE OF ITS FAMOUS SONS.



HOBEBY BAKER.

"Hobey" Baker is generally conceded to have been the peer of United States hockey players of all time, Princeton's greatest athlete and the exemplification of the highest type of American sportsmanship. He sacrificed his life in France for the cause of liberty and justice. Princetonians regard the new skating rink as an especially fitting memorial to his name, since by means of it they hope to return hockey at Princeton to the same level it occupied during "Hobey" undergraduate days. "Hobey" Baker started his athletic career at Princeton in 1910 by winning the freshman football game from Yale with a brilliant run for a touchdown, and also starred on the yearling hockey and baseball teams. During the next three years he played halfback on the football eleven, being elected captain in his senior year, but he was even more sensational as a member of the Tiger hockey sextet. After Princeton Baker continued his hockey career with the St. Nicholas Club, his record with this

organization being well known to followers of the game. He was a great favorite of hockey fans, not only in Princeton and New York but also in Boston and New Haven, where large sums of his money have been raised by exhibition hockey contests played by Harvard, Yale, the Boston Athletic Association and the St. Nicholas Club. More than a year before America's entry into the war he took up flying with the idea of fitting himself for service, and his opportunity came in 1917, when he went to France as a First Lieutenant, among the first of the American pilots.

Baker's war record was equally as creditable as that of his athletic days. He commanded the 141st Aero Squadron with the rank of Captain, was officially credited with bringing down three enemy planes and was decorated with the Croix de Guerre for "exceptional valor under fire." He met his death accidentally in a flight at Toul, France, on December 26, 1918.

54-7-1W, Marion county, Oregon, \$600.

W. A. Wood and wife to M. Broughton, land in claims 33 and 70-4-1W, Marion county, Oregon, \$10.

J. Wirth and wife to Fred Erickson, land in claims 43 and 52-7-3W, Marion county, Oregon, \$1.00.

J. Krebs and wife to J. A. Krebs, land in section 25-9-4W, Marion county, Oregon, \$1.

A. C. Banker to M. Jernstad, et al, land in claim 51-8-2W, Marion county, Oregon, \$2500.

R. A. Hannah to R. A. Harris, land in claim 61-7-3W, Marion county, Oregon, \$10.

W. H. Mixer and wife to D. L. Burch and wife, land in block 34, University addition to Salem, \$10.

H. B. Field et al (by Guardian) to C. G. Miller, lot 4, block 17, Riverside addition to Salem, \$150.

F. E. Welborn and wife to F. W. Milliken, lot 14, Winona addition to Salem, \$10.

C. C. Morris and wife to T. W. Creech and wife, part of lots 5 and 6, block 31, University addition to Salem, \$10.

R. A. Gilbert and wife to E. T. Johnson lot 4, block 3, Richmond addition to Salem, \$500.

G. W. Smalley and wife to William A. Ryan, lot 10, block 4, Riverside addition to Salem, \$10.

P. Traglio to M. L. Latham and wife, lot 10, block 5, Eaglewood addition to Salem, \$1000.

O. D. Bower and wife to J. P. Gram, lot 4, block 5, Barlington addition to Salem, \$10.

J. P. Wourms and wife to W. D. Cornish, part of blocks 1 and 2, Stayton, Marion county, Oregon, \$1000.

W. D. Cornish to J. P. Wourms and wife, lots 7 and 8, block 2, Ottomar Lucetia addition to Stayton, \$10.

W. R. McKay and wife to J. Stanley McKay and wife, land in claims 59 and 84-4-2W, Marion county, \$1.

William McKay and wife to J. L. and A. J. McKay, land in 4-2W, Marion county, \$1.

William R. McKay and wife to A. W. McKay, land in 4-2W, Marion county, \$1.

J. F. Otjen and wife to C. H. Sollars and wife, land in claim 34-6-1W, Marion county, \$10.

C. Dahlen to O. and A. Dahlen, part of lot 34, Phelps addition to Silverton, \$10.

W. A. McFarlane, et al, to F. A. Williams, and wife, lot 20, block 4, Willamette addition to Salem, \$10.

U. P. CONTROL OF CENTRAL PACIFIC LOST

(Continued from page 1)

Pacific from the Southern Pacific for the same reason. A few months ago the supreme court ruled against this combination also. This left the Southern Pacific under the apparent necessity of disposing of the Central Pacific by sale either to the Union Pacific or to a third party.

Bitter Fight Waged

Meanwhile, however, congress had authorized a regrouping of the railroad lines into new systems and under this authority the Southern Pacific began a bitter fight to retain the Central Pacific. Pacific coast interests lined up for and against the plan, as did other cities along the Union Pacific line. The Union Pacific contended that, as the matter stood, traffic normally destined over its line through Omaha was routed by the Southern Pacific along the Southern route through New Orleans.

The settlement now declared to be effected is said to protect the Union Pacific thoroughly against such discrimination.

Under the provisions of the Cummins act, congress in 1922 authorized the grouping of railroads into new systems for the purpose of joining the weaker systems with the stronger. If

ALL FAT PEOPLE SHOULD KNOW THIS

Fat people owe a debt of gratitude to the author of the new famous Marmola Prescription, and are still more indebted for the reduction of this harmless, effective obesity remedy to tablet form. Marmola Prescription Tablets can be obtained at all drug stores the world over at the reasonable price of one dollar for a case, or you can secure them direct on receipt of price from the Marmola Co., 4612 Woodward Ave., Detroit, Mich. This now leaves no excuse for dining or violent exercise for the reduction of the overfat body to normal.

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The coming three months will be the heavy feeding period and it will pay you to order your requirements on the present price basis, as it means that much more profit to you.

Ask the man who is feeding MOLAS-O-MEAL.

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PIERCE SAYS MERGER GOES

Reports from Other States Strengthen Position on Consolidation

Governor Pierce gave out a statement yesterday to the effect that his determination to see state departments and bureaus consolidated is much strengthened if reports he has received from the states of Washington and Illinois are true. He believes they are true.

The governor sent an inquiry to L. D. McArdle, director of the department of efficiency in the state of Washington, relative to the effectiveness of the departmental system there as far as the saving of money is concerned.

McArdle Boosts System

In reply Mr. McArdle stated in part that "with the greatest expansion of the state's functional activities as represented by the largest appropriations ever made, with the least percentage of operating money provided, we show in 19 months a greater unexpended balance or indicated operating reversion than ever before in the history of the state." "I have made a careful study of the financial results of con-

solidation of commissions, boards and departments such as proposed in Oregon and other states," said Governor Pierce. "I have found that both Washington and Illinois have accomplished very considerable savings in funds, to say nothing of efficiency in service, after establishing the departmental system. I believe my reports are correct."

Savings is Claimed "One that I have received today is from L. D. McArdle, director of the bureau of efficiency in the state of Washington. His letter indicates that Washington, in 19 months, has shown the greatest unexpended balance in the state's history."

"In Illinois Lowden introduced the departmental system and the savings resulting therefrom became a matter of national interest."

"If the reports are correct, and I believe they are, my determination to see the state departments and bureaus consolidated in Oregon is very much strengthened."

County Judges Line up Against Contract Bill

County judges of the state will make a determined fight against the Edwards bill providing that county courts must advertise for bids on all county supplies and public improvement projects the cost of which aggregates more than \$250. It is claimed the bill was drawn by an association of contractors and that it would put the county courts in their power. County

Judge Bushy of Marion, representing some of the courts, was about the house yesterday discussing the bill with members of the legislature.

Timothy Hay—Did you read the Congressional Record? Al Falfa—I tried to do year, but I didn't like it. Tim—What was the matter? Was it too prosy? Al—No; it didn't have any verbiage in it.



PILES

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For Dodge and Maxwell Touring.....\$15.25

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