

For a Christmas Gift Nothing Excels Silverwear



"THE Aristocrat of the Dinner Table"—is sure to be in keeping with your tasteful house. Community Silver looks like Sterling and costs no more than other plated ware.

See our Complete Stock

Durable, Elegant,
and, Convenient,
always acceptable,
Silverware is ideal
as a Christmas re-
membrance.



TELL your husband that you would like table silver for a gift. Tell him also that Community Silver is the best plated ware made, but costs no more than other kinds.

We have Many Pretty Patterns

WINEGAR & LORENCE, Monmouth

IN MEMORIAM

Of Mrs. M. Veda Guthrie Mulkey
July 7, 1882—Nov. 22, 1916

Death kneels at every loving heart,
Regardless of sore distress,
Demanding as his lawful,
The fairest treasures we possess.
We clasp our darling to our breast,
We pray as only fond hearts pray;
But, Oh! He heeds not our request;
He bears our loved from us, away.
He bears our treasure to the tomb,
To hide it from our loving eyes,
And leaves us but the vacant room
And keepsakes that she used to prize
Death claimed the darling that we miss
But, ah! by angle loving hands,
She is transplanted, long ere this,
Beyond the holy, golden sands.
Our love could never shield our rose
From earthly cares that never cease
In Heaven, the strongest gale that blows
Is but the holy breath of peace.
She is at rest where angels dwell
Her loving heart will never know
The anguish of death's farewell,
The bitterness of our deep woe.
She waits for us in that bright land;
She bids us to the bliss above;
God's will is hard to understand,
But 'tis a holy will of love.

And He will cheer our aching hearts,
With sweetest solace ever known,
And when life's sorrows all depart,
Give back our darling at His throne.

Written by FANNIE BELLE GUTHRIE
Mother of deceased

Dec. 18, 1916

NOTICE

Notice is hereby given that the shareholders of the First National Bank of Monmouth, Oregon, will hold their annual meeting at the banking house in Monmouth, on Tuesday, January the 9th, 1917, at 1:30 P. M. The purpose of said meeting is for the election of a board of five directors, and the transaction of such other business as may properly come before the meeting.
154 W. E. SMITH, Cashier.

An 8-pound boy was born to Mr. and Mrs. Ray Adams, north of Monmouth, last Saturday night.

STATES' RIGHTS PRESERVED

Principles Which Railways Hold Should Govern Regulatory System in Interests of Public and the Roads—Compulsory System of Federal Incorporation Favored.

Washington, Dec. 4.—That the interests of national defense require that control of railway lines should rest with the federal government and not with the states was the claim advanced by Alfred P. Thom, counsel to the Railway Executives' Advisory Committee, in concluding his preliminary statement of the case for the railways before the Newlands Joint Committee on Interstate Commerce.

"We must be efficient as a nation if we are to deal successfully with our national emergencies," said Mr. Thom, "and we must appreciate that efficient transportation is an essential condition of national efficiency. If we are to halt and weaken our transportation systems by state lines, by the permanent imposition of burdens by unwise regulation, we will make national efficiency impossible."

States' Rights Would Not Suffer.

Mr. Thom cited many instances in which shippers in one state were injuriously affected by selfish regulations imposed on the railroads by neighboring states. He pointed out that federal regulation would be no invasion of the rights of the states but would be the means of preserving the rights which they acquired when they entered the Union, one of which was the right to the free movement of their products across state boundaries.

What the Railroads Advocate.

The principles which the railroads believe should be incorporated in any just system of regulation were summarized by Mr. Thom as follows:

1. The entire power and duty of regulation should be in the hands of the national government, except as to matters so essentially local and incidental that they cannot be used to interfere with the efficiency of the service or the just rights of the carriers.
2. As one of the means of accomplishing this, a system of compulsory federal incorporation should be adopted, into which should be brought all railroad corporations engaged in interstate or foreign commerce.
3. The Interstate Commerce Commission under existing laws has too much to do and is charged with conflicting

functions, including the investigation, prosecution and decision of cases. The latter duties should be placed in the hands of a new body which might be called the Federal Railroad Commission. Regional Commissions should be established in different parts of the country to assist the Interstate Commerce Commission by handling local cases.

4. The power of the Commission should be extended to enable it to prescribe minimum rates and not merely maximum rates as at present. This would increase their power to prevent unjust discriminations.

Justice to Public and Roads.

5. It should be made the duty of the Interstate Commerce Commission, in the exercise of its powers to fix reasonable rates, to so adjust these rates that they shall be just at once to the public and to the carriers. To this end the Commission, in determining rates, should consider the necessity of maintaining efficient transportation and extensions of facilities, the relation of expenses to rates and the rights of shippers, stockholders and creditors of the roads.

6. The Interstate Commerce Commission should be invested with the power to fix the rates for carrying mails.

7. The federal government should have exclusive power to supervise the issue of stocks and bonds by railroad carriers engaged in interstate and foreign commerce.

8. The law should recognize the essential difference between things which restrain trade in the case of ordinary mercantile concerns and those which restrain trade in the case of common carriers. The question of competition is not the only fair criterion.

9. The law should expressly provide for the meeting and agreement of traffic or other officers of railroads in respect of rates or practices. This should, however, be safeguarded by requiring the agreements to be filed with the Interstate Commerce Commission and to be subject to be disapproved by it.

"My legal proposition," Mr. Thom said, "is that the Constitution as it now is gives full authority to Congress to regulate the instrumentalities of interstate commerce in all their parts. If the power of regulation is to reach the public requirements, it must be co-extensive with the instrumentalities of commerce."

Mr. Thom explained that the roads are not asking either of the Committee or of Congress any increase in revenues, but that they are merely asking the perfection of a system which will be responsible to any need that may arise.

Hotel Monmouth NEW MANAGEMENT

Meals

Regular Table	25c
Commercial Table	50c
Sunday Chicken Dinner	35 and 50c

Santa Claus Headquarters



A
B C
blocks
Checkers
Post cards
Whirl-a-gigs
Chess boards
Smoking sets
Surprise boxes
Santa Claus snow
Toy cash registers
Tinsel cord, asst colors
Whistles, Rubber balls
Card games, Old Maid
X-mas stockings
X-mas
B
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X-mas candies

Plain, Mixed or Fancy
Box Candies a Specialty

WALKER'S Book Store

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