

Uncle Ted's Bed-Time Stories

JACK'S GRANDPA AND THE CUMMINS BILL.

Ruth and Jack with their mother and father had just returned from spending Christmas way out in the country with their only grandfather. Of course, Uncle Ted was there too and they had a wonderful time.

"Uncle Ted," spoke up Jack, "what was Grandpa so mad about the day you and Dad were talking with him."

"We were talking about the railroads, Jack and what would be done with the Cummins bill to return them to their owners. But before I can tell you why your grandfather was so angry I must explain a few things. You will remember a long time ago I told you and Ruth about the Plumb plan which would give the railroads to the men who run the trains, making the people of the United States pay for them. Then, not so long ago I told you all about this Cummins bill, named after Senator Albert B. Cummins of Iowa who spent months and months trying to get a bill written which would make it possible to turn the railroads back to their owners and put a stop to the government running them. It is by far the best bill that has been written to take

care of that situation. One part of it, called the anti-strike clause, I also explained. This clause would make it impossible for two or more railroad men to strike, that is, quit work, with a view to tying up transportation and causing starvation and suffering for lack of trains with which to carry food."

"Can they do that now?" asked Ruth.

"Yes, they can. There is no law to stop it; but with this part of the Cummins bill made a law they could not. And the Cummins bill furnishes a much more fair way for the railroad men to settle all their troubles. It provides for a 'committee of wages and working conditions' and three 'regional boards of adjustment.' Labor is represented on all these committees and the men would have a much better chance of getting justice than under the old plan of striking, not to mention the horrible suffering a railroad strike would cause. The senate talked about this bill from December 2nd to December 26th when it was passed by a vote of 46 to 30. It passed without any important changes from the way it was written by Senator Cummins and those who helped him. There was a big fight over the anti-strike clause though. The railroad men didn't want that, of course, and gave as their excuse that it would make it impossible for men to quit work. That is not true. There is nothing in the bill to

MILK CONDENSERIES PAY FARMER HIGH PRICES

The manufacture of condensed milk in Utah is confined to but one county—Cache county—the Utah Condensed Milk company operating plants at Richmond, Hyrum and Smithfield, and the Borden Condensed Milk company operating a plant at Logan.

The importance of this industry to Cache county and to the entire state cannot be overestimated. From a small beginning it has grown to such an extent that its product may be found in many parts of our country, and large quantities have gone overseas.

The establishment of the condensed milk industry in Cache valley has been the means of placing the dairy business upon a firm foundation, and has been the means of making the dairy farmers of this valley among the most prosperous in the land. The products are everywhere recognized to be of good quality and for which at all times there is a ready sale. Milk for condenseries is purchased upon a butter fat basis, and the prices paid average from 5 to 24 cents higher than the prices paid by creameries and cheese factories.

Total output of the condensed milk factories in Utah in 1917 was 37,896,079 pounds. In 1918 it was 41,354,012 pounds.

prevent a man from quitting his work any time and any place he wants, but it does provide punishment, as it should, for two or more men to strike and tie up the railroads. Senator Robert M. La Follette, of Wisconsin, spoke against the bill for days and days and again spoke for four hours on the day it was passed. He finally tried to get a bill of his own passed in place of the Cummins bill but it was defeated by a vote of 65 to 11. His bill would have kept the railroads under government control for two more years.

"Is the bill a law now?" asked Jack.

"No Jack, the bill is now being talked over and worked over by a body of men from both the senate and the house of representatives, to adjust the differences between the Cummins bill and the railroad bill passed by the house called the Esch bill, named after Representative John J. Esch of Wisconsin. Now, to answer your first question, Jack, as to why grandfather was angry, that day. Your grandfather is a farmer and like the majority of the farmers of the country he is against the government owning or running the railroads. He was saying that the farmers have been quoted as being in favor of government ownership of the roads, which is not true and he fears that during the meeting of the men I just told you about the important anti-strike clause may be taken out."

"Who said the farmers were against the Cummins bill?" asked Jack.

"Men who make it a business to claim to represent groups of men in Washington, and who say they have the interest of the farmers at heart. They do not represent the farmers. There is an organization known as the National Grange, claiming to have a membership of more than 1,000,000 farmers which really does represent the farmers. The man who represents this organization in Washington, Prof. T. C. Atkeson, says the farmers won't have anything put over

ELKS' BAND CONCERT AND DANCE EUGENE ARMORY THURSDAY FREE—CONCERT—FREE PROGRAM: March—"National Emblem" Bagley Overture—"The Flatterer" C. Corvers Selection—"Faust" Gounod Waltzes—"C'est si léger l'amour" Kruseman Intermezzo—"Wedding of the Rose" Jessel Selection—"Woodland" Gustav Luders Characteristic—"Piccolo Pic" W. L. Slater Mr. F. V. Badollett Medley—"Songs of the Boys in Blue" Arr. Tobany "Star Spangled Banner" Concert 7:30 - - - - - Dance 9 P. M. Dance Music By Entire Band Dance Tickets — .75c—Ladies War Tax ....10c .. Armory will be well heated. The Pride of Eugene The hit of the season at Albany



A vast amount of work now remains to be done which the intervention of war has necessarily delayed and accumulated, and the result is that very large capital expenditures ought to be made to make up for the interruptions inevitably due to the war, and to prepare the railroads to serve adequately the increased traffic throughout the country. WALKER D. HINES, Director General of Railroads.

Work more— Produce more— Save more—

But we can't continue increasing our production unless we continue increasing our railroad facilities.

The farms, mines and factories cannot increase their output beyond the capacity of the railroads to haul their products.

Railroads are now near the peak of their carrying capacity.

Without railroad expansion—more engines, more cars, more tracks, more terminals—there can be little increase in production.

But this country of ours is going to keep right on growing—and the railroads must grow with it.

To command in the investment markets the flow of new capital to expand railroad facilities—and so increase production—there must be public confidence in the future earning power of railroads.

The nation's business can grow only as fast as the railroads grow.

This advertisement is published by the Association of Railway Executives.

Those desiring information concerning the railroad situation may obtain literature by writing to the Association of Railway Executives, 61 Broadway, New York.

on them. The week before the bill passed the senate, twenty-seven men went to the white house to protest against returning the railroads to their owners for at least two years. The stories that were printed in the newspapers at that time said that these men were representing union labor and the farmers organizations. Prof. Atkeson says, 'This is a fallacy,' (that is, a story,) and that, 'There was a large number of union labor men there, all right, but only two men claimed to represent the farmers of the country.' He says also that the great farmers' organizations are for the most part heartily in favor of the Cummins railroad bill, and bitterly opposed to the government keeping the railroads. Before the bill was voted on, this man sent a letter to Senator Cummins in which he urged that the railroads be turned back to their owners as soon as possible. This same man says that the persons who have tried to make people believe that the organized farmers favor government ownership are 'not farmers themselves and do not represent any considerable proportion of the men and women actually engaged in farming.' Last November this same farmers' organization at its fifty-third annual session at Grand Rapids, Mich., adopted a resolution which shows where they stand. I will read it to you. 'We declare our opposition to government ownership and to nationalization of business and industry unless clearly required in the public interest. We favor the safeguarding and protection of every right of private property on the broad ground that only by the full development of the right of private property can there be perpetuated the full measure of individual initiative and emulation upon which a democracy is based and

by which its future is assured.' "Another organization which has the real interest of the farmers at heart is the National Board of Farm Organizations. The secretary of that organization, Charles A. Lyman, says that the majority of the members are absolutely opposed to government ownership and want the roads turned back to their owners. So you can see now, Jack, why your grandfather was angry."

"I don't blame him," said Jack, "and I hope the Cummins bill is made a law just as it was written."

"Yes, Jack, the interest of the more than 100,000,000 people of this country is greater than the interest of any one group."

Do you live in Springfield and do your banking in Eugene? If so, it is not necessary for the First National in Springfield will take care of all your interests as well as any bank could.

EXPECT TROUT PRODUCTION TO BREAK RECORD THIS YEAR

A report recently made by Carl D. Shoemaker, state game warden, gives out the facts that the hatcheries of Oregon hatched and liberated more trout last year than all the rest of the hatcheries in the Union put together.

Due to the fact that the Klamath Falls hatchery will devote its entire time to hatching trout, this year's trout production will be much larger than for the past year.

The sum of \$1008 was spent outside of the state for trout eggs and \$7027 was paid to the railroad companies for hauling trout to various parts of the state.

Butterwraps and job printing neatly done by The News.

