

SANTIAM FARM TOPICS

G A Griffin and Billy Richardson who are partners in Shropshire sheep raising, went to Portland to the big stock show, as they seem quite interested in fine stock.

The old man and his best half made a flying trip to Scio Wednesday to see the sights and take in the town, and got a battery of "How came your eye out?" which the old man enjoys equal to a hungry dog with a bone.

Vilas Phillipi has a fine band of 350 sheep in this neighborhood which he drove down from Cottage Grove. He is pasturing them among the farmers and will hold them over till spring unless a good buyer shows up.

Farmers Union Local 102 are sending off for a wonderful lot of good orders by the members which is quite a saving in money.

Elmer Griffin went to Shelburn Friday to visit with old friends for a few days.

Mrs Phoebe Turner returned home Friday after a ten days visit with her daughter in Portland. Her son Scott accompanied her both ways as she was not accustomed to traveling by train.

Ed Hoffman has taken a job of cleaning up five acres of ash swale ready for the plow for M C Gaines on the old Elliott farm. He is doing a fine job.

Thomas Smail has a job slashing timber for David Horseburgh for his next year's wood.

David Horseburgh is buying out the J P Crabtree heirs. Dave has been knocked out for some time with lumbago.

G A Griffin has been on sick list since returning from his trip to Portland,

PIE EATER.

CONGRESSIONAL COMMITTEE BEGINS RAILWAY INQUIRY

Proposed by President to Better Condition of Carriers.

MAY CHANGE PRESENT SYSTEM

Officials of Roads Prepared to Advocate Federal Incorporation, Supervision of Securities and Extension of Authority of Interstate Commerce Commission.

Washington, Nov. 20.—Ten members of Congress, five Senators and five members of the House of Representatives, began here today an inquiry into the subject of public control and supervision of railroads that may lead to the revolutionizing of the whole scheme of governmental regulation of the country's transportation lines. Incidentally the committee is to look into the question of government ownership of railroads, telephone and telegraph lines and express companies.

The members of the committee which will conduct this important investigation are Senator Newlands of Nevada, chairman; Senators Robinson of Arkansas, Underwood of Alabama,

Cummins of Iowa and Brandegee of Connecticut, and Representatives Adamson of Georgia, Sims of Tennessee, Cullon of Indiana, Esch of Wisconsin and Hamilton of Michigan. The inquiry was recommended by President Wilson in his message to Congress in December of last year. He described as its purpose to determine what could be done "for bettering the conditions under which the railroads are operated and for making them more useful servants of the country as a whole."

Prominent Men as Witnesses.

In order to obtain the views of all interests affected by the operations of the transportation lines the committee has invited prominent shippers, bankers, representatives of commercial organizations, railway executives, economists and others to appear before them.

The first to be heard are railroad commissioners of various states who began their evidence today. Their testimony is directed chiefly to opposing any enlargement of the federal authority over commerce that would detract from the powers now exercised by state bodies. They will be followed shortly by officials of railway labor organizations who are expected to register their opposition to the increase of governmental authority over wages and conditions of labor.

Chief interest in the hearings centers in the proposals that will be put forward by representatives of the railroads, for it is reported that they will advocate an extension of federal authority over rates and securities to the practical exclusion of state control of these matters. It is understood also that they will go on record in favor of federal incorporation of all railroad lines.

Legislative Program of Railroads.

From an authoritative source is obtained the following outline of the legislative program which the railroads will ask the committee to consider in its investigation. They will endeavor to demonstrate to the commission that one of the principal defects in the present system of railroad regulation is the lack of coordination resulting from the simultaneous and conflicting regulation by the federal government and by the 48 states. They will, therefore, ask that entire governmental control of the rates and practices of interstate carriers, except purely local matters, be placed in the hands of a federal body so that interstate traffic may be regulated without reference to state lines, leaving to the state commissions jurisdiction only over local matters and local public utilities. As a part of this plan, a compulsory system of federal incorporation is to be recommended, accompanied by federal supervision of railroad stock and bond issues.

A reorganization of the Interstate Commerce Commission will be asked in order to enable the commission properly to exercise its increased powers. It is also proposed that the preparation and prosecution of cases against the railroads shall be delegated to some other agency of the government, possibly the Department of Justice, so that the commission may devote its energies to its administrative functions.

With the commission thus relieved of some of its present duties and equipped to handle its business more promptly, the railroads will urge that the period during which the commission may now suspend proposed increases in rates be reduced from ten months to 60 days, with provision for reparation to be paid to the shippers if the advance shall be declared unreasonable. They will also ask that the commission be given the power to issue the minimum as well as maximum rates so that in meeting complaints of discrimination the commission may order the advance of a rate which it considers too low.

One of the most important recommendations for which the railroads will ask favorable consideration is that the commission be authorized to take into account in rate regulation the effect of rate upon total earnings in the light of expenses.

While the Newlands Committee is required, under the resolution creating it, to submit a report by January 2 next, it is not anticipated that the Committee will have come anywhere near completing its labors then.

Handicapped.

"While coming down in the train this morning I noticed two deaf and dumb men sitting opposite me. One of them had an impediment in his speech."

"How could a deaf and dumb man have an impediment in his speech?" "Two of his fingers were cut off."

—Exchange.

Hugo and His Critic.

Victor Hugo once made a queer mistake in "Travailleurs de la Mer" when he mentioned the Fifth of Forth as the "Premier de Quatre." He had confused the word "fifth" with "first." The English translator of the book was at the pains to point this out to the great man in a letter, but Victor Hugo was indignant at the impertinence and absolutely declined to have the mistake corrected.

Beware of Ointments for Catarrh that Contain Mercury

as mercury will surely destroy the sense of smell and completely derange the whole system which entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.

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Wheat	1 25
Oats	40 to 45
Flour, per sack	1 90
Bran, per ton	28 00
Middlings, per ton	36 00
Chop, oats, per ton	32 00
Butter, (Country) per roll	50
Butter Fat (net)	36
Eggs, case count, per dozen	30
Hens, per pound	10 to 12
Geese, per pound	08
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Ducks, Indian Runner	10
Pork, dressed	10 1/2
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Mrs. Hugh Cook, Scottsville, N. Y., says: "About five years ago when we were living in Garbutt, N. Y., I doctor-ed two of my children suffering from colds with Chamberlain's Cough Remedy and found it just as represented in every way. It promptly checked their coughing and cured their colds quicker than anything I ever used." Obtainable everywhere.

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Preaching at 11.
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Railroad Time Table

Arrival and Departure of Passenger Trains

Woodburn-Springfield Branch WEST SCIO

North..... 7:55 a m
South..... 5:31 p m

Corvallis & Eastern MUNKERS

Albany..... 12:25 p m

"..... 9:22 a m

Mill City..... 10:05 a m

"..... 4:21 p m

(Daily except Sunday.)

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STAGE MEETS ALL TRAINS

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and 8:15 a m and 1:30 p m for Munkers

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