

Produce and Cream

I am in the market for produce of all kinds, so bring it in.

I am paying top prices for Eggs, Poultry of all kinds, Chickens, Turkeys, Geese and Ducks, also Veal and Pork.

In addition to these, I am paying within 2 cents here, of the top for CREAM, delivered in Portland.

I also aim to keep within 2 cents of the Portland market on all produce.

Bring me your green hides and pelts and I will treat you right.

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Densmore-Wade Co.

The Santiam News

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BRYAN AGAINST OWNERSHIP BY THE GOVERNMENT

Gives Newlands Committee His
Views on Railroad Control.

COMPETITION PREFERABLE.

Federal Regulation Should Not Be Allowed to Exclude Exercise of State Authority, He Contends—Thinks Railroad Stocks Should Represent Actual Value and Be Stable as Government Bonds.

Washington, Dec. 11.—William J. Bryan, who startled the country ten years ago by advocating government ownership of railroads, appeared before the Newlands Joint Committee on Interstate Commerce last week in support of the claim that the states should be allowed to retain authority over the regulation of all transportation lines within their borders. Mr. Bryan explained that he had long regarded government ownership as inevitable, but only because of railroad opposition to effective regulation.

Against Government Ownership.
"Personally I cannot say that I desire government ownership," he explained, "because I lean to the individual idea rather than to the collective idea; that is, I believe that government ownership is desirable only where competition is impossible."

Alfred P. Thom, counsel to the Railway Executives' Advisory Committee, previously had presented before the members of the Newlands Committee as one of his reasons for urging a better balanced and more systematic regulation of railroads the argument that this is the only alternative to government ownership. Calling attention to the restrictions imposed upon the transportation lines by conflicting state laws and regulations, to the practical cessation of new construction and to the impossibility under existing conditions of securing the new capital needed for extensions and betterments of railway facilities, he warned the congressmen

that unless they provided a fair and reasonable system of regulation that would enable the railroads to meet the growing needs of the country's business the national government would be compelled to take over the ownership of the lines with all the evils attendant upon such a system.

Preservation of Competition.

Mr. Bryan, on the other hand, holds that the further extension of federal authority over the railroads would be a step in the direction of government ownership. He advanced the view that the centralization of control in the hands of the national government would impose too great a burden upon the regulating body, would offer strong temptation to railroads to interfere in politics and would encourage the general movement toward centralization of power in the federal government at the expense of the states. He said that he did not object to consolidations of railroad lines so long as they did not destroy competition, that he knew of no complaint against great railway systems because of their size and that he believed that the preservation of competition was the test to be applied to all consolidations.

Regulation of Securities.

Mr. Bryan declared himself in favor of national regulation of railway stock and bond issues, but added that he saw no reason why that should exclude the states from acting on the same subject as to state corporations. "I would like to see the stock of a railroad, as long as it is in private hands, made as substantial and as unvarying as the value of a government bond," he asserted.

He suggested that railroad capitalization be readjusted to equalize it with actual valuation of the property represented, making due allowance for equities, and that when this was done the roads should be allowed to earn sufficient income to keep their stock at par and to create a surplus. The latter, he tentatively proposed, might be allowed to amount to 25 per cent of the capital.

Railway Earnings Low.

This subject of railroad capitalization and the amount of railroad earnings received further attention from the committee during its recent sessions. In answer to questions by Senator Cummins, Mr. Thom submitted figures showing the net earnings of the roads in recent years. These figures show that during the five years from 1905 to 1910 the average net earnings were 5.25 per cent of the net capitalization, while for the five years from 1910 to 1915 the average was only 4.56 per cent. The total earnings on the stock, computed by adding to the net operating income the income from the securities owned and deducting bond interest, were for 1910, 7.09 per cent; for 1911, 6.17 per cent; for 1912, 4.97 per cent; for 1913, 5.94 per cent; for 1914, 4.06 per cent; for 1915, 3.44 per cent, thus showing an almost continuous decrease throughout this six year period. It was announced that Halford Erickson, formerly chairman of the Wisconsin Railroad Commission, would submit more complete information on this subject to the Committee at a later date.

RAILWAY SLEEPING CARS.

The First Crude Make-shift and Early Day Dining Car Prices.

Back in the early fifties a young man was traveling in a sleeping car between Buffalo and Westfield. The

car was a mere box car, with a triple tier of wooden bunks built into the sides. Practical only for night travel, rude, unventilated, insanitary, inconvenient and uncomfortable, the car impressed the young cabinetmaker and contractor as the apotheosis of barbaric discomfort, and into his active brain came the conception of a car based on entirely different lines of construction, a car that would be comfortable and commodious, a car in which travel would be made pleasurable.

George M. Pullman was the passenger, and a few years later, in 1857, two old Chicago and Alton railroad coaches were fitted with sleeping car features of his own design. The work was done at the Alton shops at Bloomington, Ill., and in 1857 the first Pullman was run from Bloomington to Chicago over the Chicago and Alton railroad.

The next few years were devoted to costly experiments. A workshop was rented, skilled mechanics employed, and the inventor evolved by sheer ingenuity the elements on which the modern Pullman is based. Following the two remodeled Alton coaches was born in 1863 the first real Pullman. In a shed on the site of the present Union station in Chicago a car was constructed in which for the first time the space above the windows was utilized for the storage of bedding and furniture by what is known as the "Pullman upper berth" construction. This car was named the Pioneer and, true to its title, marked a far outpost in the development of railroad travel.

Due to the fact that the Pioneer type of sleeping car represented an outlay of practically \$30,000, while the cost of sleeping cars furnished by the individual railroads rarely exceeded \$4,000, it was necessary to charge a slightly increased price for a berth. In the \$4,000 cars \$1.50 was the price on certain runs; for a Pullman berth on the same run \$2 was asked. Undecided if the public would care to pay for the increased safety, comfort, cleanliness and convenience, cars of both types were operated on the same trains. The decision was instantaneous, and the only grumblers were those who could not get accommodations on the Pullman cars.

One of the curious exhibits in the Pullman offices is the menu of the first dining cars (then operated by the Pullman company instead of the railroads, as at present), showing that the "high cost of living" was higher in those early days than now. For instance, eggs boiled or in any form were 40 cents, raw oysters 50 cents, coffee or tea 15 cents and half a spring chicken 75 cents. Another is the first instructions to Pullman car employees, especially insisting that passengers remove their boots or shoes on retiring, that smoking in the car be confined to the rear end of cars and that the coal fires for heating the car be shaken or coaled only while the car was in motion, etc.—James Adamson in Leslie's.

Cold Logic.

"Father, gimme a good lickin' and make me cry," was the astonishing request little Jimmy made one day.

"What makes you want such an absurd thing?" inquired father.

"You'll hit me and I'll holler with all my might, and mother will wipe my face with her apron and give me a penny, and I'll buy candy," came the logical rejoinder.—New York Times.

Almost Impossible.

Jack—Why wouldn't she marry you? She loves you to distraction. I know it, because she told me so. George—She insisted on my proving that I am not already married, because she says there is a great deal of bigamy nowadays. Well, it is easy enough to prove that one is married, but how the dickens am I going to prove that I am not?

Whole Story in a Word.

The following note, says the British Farm and Home, containing only one word, was recently handed to a village schoolmaster, "Cepatomtegoataturing." It was brought by one of the boys on behalf of a neighbor's child, who was absent. The schoolmaster eventually arrived at a solution—"Kept at home to go a-taturing!"

Father's Shortcoming.

"The trouble with father," said

the gilded youth, "is that he has no idea of the value of money."

"You don't mean to imply that he is a spendthrift?"

"Not at all." But he puts his money away and doesn't appear to have any appreciation of all the things he might buy with it.—Exchange.

A Good Practice.

Jennison, an old friend of the family, had dropped in to see a young lawyer whose pater was still paying his office rent.

"So you are now practicing law?" said the old friend.

"No, sir," replied the youth. "I appear to be, but I am really practicing economy." — Sunday Illustrated Magazine.

Considerate.

A gentleman asked Mary, an only child, how many sisters she had and was told "three or four."

Her mother asked Mary when they were alone what had made her tell such an untruth.

"Why, mamma," cried Mary, "I didn't want him to think you were so poor that you hadn't but one child!"

Win Your Spurs.

Young men talk of trusting to the spur of the occasion. That trust is vain. Occasions cannot make spurs. If you expect to make spurs you must win them. If you wish to use them you must buckle them to your heels before you go into the fight.

Puzzling.

"If I had been in today I would have been out, but as I happened to be out I was in."

"What in thunder are you talking about?"

"I'm telling you that a bill collector called at my home today, but I was not at home. Can't you understand plain English?"

Found a Sure Thing.

I. B. Wixon, Farmers Mills, N. Y., has used Chamberlain's Tablets for years for disorders of the stomach and liver and says, "Chamberlain's Tablets are the best I have ever used." Obtainable everywhere.

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550 OUTSIDE ROOMS

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Harry E. Stinson, Mgr.

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Pictorial Review and Santiam News, both one year for \$2.25.

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