

UPPER SANTIAM EVENTS

"Oh the snow the beautiful snow, Oh, Oh, Oh, Oh!"

Jobe Shelton came up from Lyons and is papering and painting several houses.

Several sick horses up here. Wm Stitz lost both his work horses. They called the disease spinal meningitis.

The Gates grange is featuring a series of grand balls. Mode Day's, Frank Bevien and another gentleman furnish the music.

The death of John Leevy recalls the years he spent in the lumbering business up here. He built a sawmill up on the Quartzville road and built a tram road down to Minto on the river two miles below. He built a planer at minto on the Marion county side of the Santiam river. At his own expense he erected a wagon bridge across the river. The tram road was 6 ft wide on which was spiked wooden rails.

Strap iron was fastened on the rails at curves. One lone mule pulling a tram car brought down 3000 ft of lumber each load to the planer. Elmer Hester for a long time was the muliteer. It looked risky for man and mule passing over some of the high trestles but the mule understood his business. If the load was inclined to go to fast he would sit down upon it and hold it back until the brake was applied. Minto was quite a point then. There was an I O O F hall, a fine school house and several dwellings. There is only one family living there now.

Low price of lumber caused Mr to leave and go to Pendleton where he became well fixed financially running a big wheat farm. He was a man built for doing big things.

Lloyd Griggs, the son of a widow who lives near the writer was arrested at Junction for stealing a horse from Pete Anderson of Albany. That does not sound like Lloyd and I dare say some mistake has been made.

"Ye Old Folks Concert" rendered by 35 voices at the M C opera house under the direction of Rev Fitch, Presbyterian preacher, was a success. Rev Fitch is a cracker jack in song and instrumental music.

The Hammond Co is building an addition to their rooming house that will double its capacity; They will install bath rooms, reading room and other up to date conveniences. The Co is preparing to build new car shops on the Linn side 60 x 100 ft. They will place therein a rolling machine and many automatic appliances.

The young ladies are making great preparations for a grand May day ball at the M C opera house.

The Wesely orchestra was scheduled to play at a ball in the M C opera house March 31st.

Mr Jacobs, an old Union soldier is going around with a small flag stuck in his hat. He is a Rep. but is patriotic.

Tom Pain spent a week at Albany as jurymen. He says it is the first time he got caught "in the toils of the law."

Everybody up here that knows Fred Nutting are pleased that his party has recognized him at last. "All things come to those that wait."

Some people are urging young men to enlist. Why don't they themselves go.

The National Tribune is the authority for the statement that the U S has twice the wealth of

RAILROAD SITUATION IS NOW LARGELY UP TO CONGRESS

Must Share Responsibility In Future Development.

ROBERT S. LOVETT'S VIEWS

"Unification of Regulation is Essential." A Complete, Harmonious, Consistent and Related System Needed—Federal Incorporation of Railroads by General Law Favored.

Washington, March 26. — Responsibility for the railway development of the country, for providing necessary transportation facilities to care for the growing business and population of the country, now rests largely with congress and not entirely with the railroad managers. This was the statement of Judge Robert S. Lovett, chairman of the executive committee of the Union Pacific system, to the Newlands joint congressional committee when that body resumed its inquiry into the subject of railroad regulation this week.

In making this statement of the changed conditions of the railroad situation Judge Lovett undoubtedly had in mind the decision of the supreme court on the Adamson law, handed down last week, which establishes the right of the federal government to fix railroad wages and to prevent strikes. This decision is regarded by railroad men and lawyers as marking an epoch in the development of transportation in the United States.

"We have our share of responsibility," said Judge Lovett, "but it rests primarily on congress. When the government regulates the rates and the financial administration of the railroads, the borrowing of money and the issuance of securities it relieves the railroad of the responsibility of providing and developing transportation systems, except within the limits of the revenue that can be realized from such rates and under such restrictions.

"For a country such as ours, for a people situated as we are, to blunder along with a series of unrelated, inconsistent, conflicting statutes enacted by different states without relation to each other, instead of providing a complete and carefully studied and prepared system of regulation for a business that is so vital to the life of the nation, is worse than folly."

He summed up the present problems and difficulties of the railroads as follows:

First.—The multiplicity of regulations by the several states with respect to the issue of securities, involving delays and conflicting state policies generally dangerous and possibly disastrous.

Second.—The state regulation of rates in such a manner as to unduly reduce revenues, to discriminate in favor of localities and shippers within its own borders as against localities and shippers in other states and to disturb and disarrange the structure of interstate rates.

Third.—The inability of the Interstate Commerce Commission, whoever the commissioners may be, to perform the vast duties devolving upon it under existing laws, resulting in delay—which should never occur in commercial matters—and compelling the commissioners to accept the conclusions of their employees as final in deciding matters of great importance to the commercial and railroad interests of the country.

Fourth.—The practical legality that has been accorded conspiracies to tie up and suspend the operation of the railroads of the country by strikes and violence and the absence of any law to compel the settlement of such disputes by arbitration or other judicial means, as all other issues between citizens in civilized states are to be settled.

Fifth.—The phenomenal increase in the taxation of railroads in recent years.

Sixth.—The cumulative effect of these conditions upon the investing public, to which railroad companies must look for the capital necessary to continue development.

"We believe that the unification of regulation is essential," said Judge Lovett, "and that with the rapid increase of state commissions in recent years congress will in time be compelled to exercise its power in the premises. To unify regulation there should be a complete, harmonious, consistent and related system. We believe the best, if not the only practical plan, is the federal incorporation of railroads by general law, which will make incorporation thereunder compulsory, thus imposing on all railroad companies throughout the United States the same corporate powers and restrictions with respect to their financial operations and the same duties and obligations to the public and the government, so that every investor will know precisely what every railroad corporation may and may not lawfully do."

Judge Lovett contended that the solution of these problems and difficulties rested with congress. He told the committee that under the constitution the authority of the federal government is paramount, that congress has the power to legislate for a centralized control of railroads under federal charters and that it only remains for that body to exercise that power.

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