

SPECIAL After Inventory Sale

APPLES

FANCY ROME BEAUTIES
Now \$1.25

COFFEE

SEE WINDOW FOR PRICES

It will pay you to lay in a supply for the next few months.

Phelps Grocery Co.

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 consolidation 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 1915 to 1919 the average net earnings were 2.25 per cent of the net capitalization, while for the five years from 1910 to 1915 the average was only 4.50 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 1919, 7.69 per cent; for 1918, 6.37 per cent; for 1917, 4.97 per cent; for 1916, 5.94 per cent; for 1915, 4.00 per cent; for 1914, 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.

AT MINOR & COMPANY



Just arrived, several new models of Royal Worcester and Bon Ton Corsets fresh with Fashion's latest touch. Those who already wear these fashionable corsets need no further invitation than this new announcement.

And to all others we would say that this showing of Royal Worcester and Bon Ton models is a style event well worth visiting.

The dawning vogue is one of personality. Style tendencies will be interpreted in terms of the wearers' figure, and mode must lend itself to the enhancement of individual charm. Thus Saith Fashion, and her decrees are perfectly fulfilled in Bon Ton and Royal Worcester Corsets.

MINOR & COMPANY

Board Constituting Ex Officio
The State Board of Sheep
Commissioners.

Salem, Ore., Jan. 25, 1917.

Whereas, sheep scabies is actually in existence in certain districts lying west of the Cascade mountain in Oregon;

Whereas, certain of these sheep have been allowed to be moved to Eastern Oregon; and

Whereas, the infection of scabies has been transmitted to other flocks;

Now, therefore, we the State Live Stock Sanitary Board, constituting ex officio the Board of Sheep Commissioners, acting upon the recommendations of the state veterinarian, he being ex officio state sheep inspector, do hereby declare and proclaim a quarantine against the movement of any sheep in Western Oregon to points in Eastern Oregon and other states, except and unless said sheep have been inspected and certified to on the farm as being free from sheep scabies and exposure thereto by the state veterinarian, he being ex officio state sheep inspector, or his deputies; or, in lieu of this inspection, that these sheep be dipped twice under the supervision of the proper officer and in the manner prescribed by the State Live Stock Sanitary Board, constituting ex officio the Board of Sheep Commissioners.

Provided, that sheep that are shipped from the Union Stock Yards, Portland, Oregon, and other public stock yards, whether covered by certificate showing inspection on the farm or not, be required to be dipped twice before being shipped to points in Eastern Oregon and other states.

Provided, further, that all cars in which inspected and declared free sheep or dipped sheep are to be moved in for purposes other than immediate slaughter are to be first cleaned and disinfected under the supervision of the proper disinfecting officer.

All common carriers engaged in the transportation of such shipments are hereby notified of this proclamation.

Executed at Salem, Oregon, this twenty-fifth day of January, 1917.

(SEAL) J. M. HICKESON,

Attest: Acting President

W. H. LYTLE, Secretary of State

Live Stock Sanitary Board.

Dr. Turner, the well known eye specialist of Portland will be in Heppner again Friday, Feb. 23rd, at Palace Hotel, in Ione Saturday, Feb. 24th. Dr. Turner is a specialist of experience and standing, and you will make no mistake in consulting him about your eyes and glasses. Your eyes are the most precious sense you have and why not have the best, by consulting a specialist, when it costs you no more than to consult those who make it a side line. Headaches relieved, cross eyes straightened, satisfaction guaranteed. Consult him. Don't forget the date. Dr. Turner makes no charge for consultation or examination.

Eugene Matteson was in Heppner Thursday attending to business matters.

S. METZ & SONS

IMPORTED AND HOME BRED

PERCHERONS, BELGIANS, SHIRE STALLIONS
AND JACKS

Come to Pendleton, Oregon, and we will show you 40 head of stallions that you will say are real drafters. Best of bone, cleanest lot of stallions you ever saw under one roof.

Our stallions won first and Grand Championship at the S. Metz Fairs this fall, which shows you the kind you will want to see when you visit our barns. If you want the best and the most for your money be sure and visit our stables where you can see more stallions than at any other place in the Northwest. We know we can please you, prices right, terms to suit. Every horse guaranteed to pass State Inspection. Reliable guarantee. Write us for information or better still, come and see us.

We have all kinds of registered Hereford and 80 vicable age for sale.

Commercial Barns,
PENDLETON, OREGON.

LOST, FOUND, ETC.

Watch the shows at the Star Theatre this week.

Baled Hay and Grain for sale at White Front Barn.

W. T. McRoberts.

Remember your light and water bill is due the tenth.

Heppner Light and Water Co.

WANTED

To trade residence property in Salem for Heppner property.

See Glenn Y. Wells.

RUGS

Varied and Universal. Ranging from a Crex grass to a Persian Silk are now on display at The Case Furniture Co. Store.

First class furnished house-keeping rooms. Mrs. G. W. Swaggert.

FOR SALE

Palace Hotel Buss team. 7 and 8 years old without a blemish weighing about 1450 each.

See J. L. Wilkins.

Bethlehem's Bid on Shells for the United States Navy

To the American People:

The Secretary of the Navy has awarded contracts amounting to over \$3,000,000 to a British bidder for 14 and 16-inch projectiles for the Navy because of very much lower prices offered by the English bidders.

We know nothing of the basis upon which the British bids were made, but the public is entitled to know the facts upon which we ourselves bid for this work.

Two years ago we took contracts to make 4,200 14-inch shells at a price of \$1,515,000. Up to now not a single shell has been accepted by the Government, although we have expended, in wages, materials, etc., on these orders \$322,281, and we have not received a SINGLE DOLLAR on these contracts.

In addition, a literal interpretation of the contract might make us liable for penalties amounting to \$578,916.

In the light of our experience, and having no other basis, we bid for 16-inch shells approximately the same rate per pound as that which the Navy Department actually awarded a 14-inch shell contract one year ago.

Bethlehem Steel Company

CHAS. M. SCHWAB, Chairman
EUGENE G. GRACE, President

Quality, Service & Sanitation

Our Fresh Meats are the best in the City. Our Extension Cooling Plant assures Fresh Sweet Meat at all times.

If you are eating our Hams and Bacon you know how good they are. If you are not we are both losing. Phone us your orders, we guarantee entire satisfaction.

City Meat & Cold Storage Co.

Johnson Bros., Props.

ANNOUNCEMENT

On account of the high cost of living the Palace Hotel Grill will change its present check system to a straight 35 and 50 cent meals, beginning March 1 1917.

A charge of 15 cents will be made for each chair at the table occupied by children under six years.

A number of family tables will be set family style where a meal will be served for 35 cents. At the remainder of the tables the meals will be 50 cents and up.

Thanking you for your liberal patronage of the past and trusting you will continue it into the future. We are.

The Palace Hotel Co.