

One Year	\$1.50
Six Months	.75
Three Months	.35

Entered as second-class matter March 12, 1909 at the post office at Mosier, Oregon, under the Act of March 3, 1879.

# MOSIER BULLETIN

VOL. VIII

MOSIER, WASCO COUNTY, OREGON, FRIDAY, JANUARY 5, 1916.

No. 44

Professional Cards	per month \$ .50
One square	" " 1.00
One-quarter Column	" " 2.00
One-half Column	" " 3.50
One Column	" " 6.00

Business locals will be charged at 5 cents per line for each insertion.

Legal advertisements will in all cases be charged to the party ordering them. Ad legal rates, and paid for before adverts are furnished.

## White River Flour

Is cheaper because it makes more loaves of bread. Don't be fooled into buying the low priced flour thinking you are getting something cheaper than

White River Flour  
Every Sack Guaranteed.

FOR SALE BY

Nichol and Company  
Mosier, Oregon

## Nichol & Company

—DEALERS IN—

### General Merchandise

MOSIER - OREGON

### To the People of Mosier:

We extend our hearty greetings for the New Year, may it be to all a prosperous and successful year. We thank you for your patronage of the past year and shall endeavor to deserve it in the future.

## The Mosier Book Store

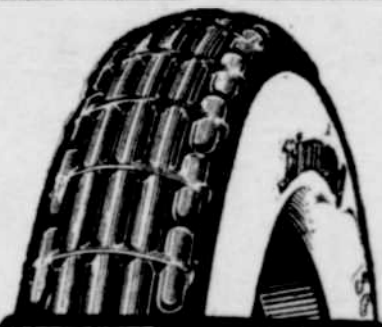
Expert Automobile Repairing  
Fully Equipped Machine Shop  
Agencies for Fords, Dodge and Buick  
Automobiles for Hood River County

Columbia Auto & Machine Co., Hood River

## STEAMER TAHOMA

PEOPLE'S NAVIGATION CO. CHARLES NELSON, Mgr.

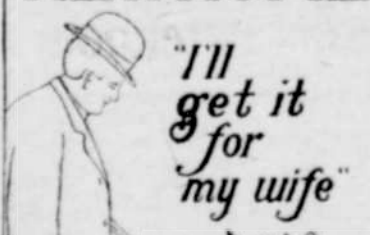
Leaves The Dalles 7:00 A. M., Sundays, Tuesdays and Thursdays. Arrives at Mosier at 8:15 A. M. Leaves Portland on Mondays, Wednesdays and Saturdays from Oak Street Dock. Passengers and freight. Mosier Dock in charge of W. F. Baker, who will meet all boats and attend to transfer. Phone No. 191.



Vulcanizing  
Auto Supplies  
Sporting  
Goods

Cates & Co.  
The Dalles, Ore.

## NEW HOME



"I'll get it for my wife"

NO OTHER LIKE IT. NO OTHER AS GOOD.

Purchase the "NEW HOME" and you will have a life span at the price you pay. The elimination of repair expense for superior workmanship and best quality of material makes life-long service at minimum cost. Based on having the "NEW HOME".

WARRANTED FOR ALL TIME.

THE NEW HOME SEWING MACHINE CO., GRAND, MASS.

W. E. CHOWN

## PLAN TO RESUME RAILWAY INQUIRY AFTER MARCH 4TH

Postponement Forced by Press of Congressional Business.

### COUNTRY DEMANDS ACTION

Shippers, Investors and Representatives of All Branches of Business Demand Unification of System of Railway Regulation—Roads Ask Fewer Masters.

Washington, Dec. 18.—The Congressional Joint Committee on Interstate Commerce, which has been conducting the inquiry into government regulation and control of transportation, last week decided to suspend its hearings on the subject and adjourn, subject to the call of the chairman, because of the pressure of other work before Congress. According to the resolution creating the committee, it is required to submit a report by January 8th next. It is understood that before that time the committee will ask for an extension of time and that the hearings will be resumed at a later date, when some of those who already have appeared before the committee will be questioned further and a great many others will be heard. It is probable, however, that the hearings will not be resumed until after adjournment of Congress on March 4th. In addition to regular routine business the commerce committees of the two houses are charged with the important duty of preparing and presenting the legislation asked for by President Wilson to make impossible a railroad strike without previous investigation. This will leave little or no time for the consideration of the general questions of railway regulation.

Country Wants Something Done. Members of Congress and others who are interested in the inquiry undertaken by the Newlands Committee insist that there is no intention of abandoning it.

It seems doubtful, indeed, if the country would permit the matter to be dropped if there were evidence of a desire on the part of Congress to do so. The nation-wide evidences of interest evoked by the initiation of the Newlands inquiry show that the people of the country—shippers, consumers and investors, as well as railway men themselves—are alive to the fact that the railway situation is highly unsatisfactory and that steps must be taken without unnecessary delay to make it possible for the railroads to meet the growing needs of the nation.

From reports received here it seems as though almost every commercial organization and business interest in the country were engaged in studying the railroad question. The Chamber of Commerce of the United States has been conducting an elaborate inquiry into various phases of the subject for many months past. Many local and state commercial bodies in every part of the country have committees engaged in study of the problem and have indicated a desire to come here and present their views. National organizations of manufacturers, lumbermen, coal operators, wholesale and retail dealers, have expressed through resolutions their desire for the unification of the system of railway regulation. The National Industrial Traffic League, speaking from the viewpoint of shippers using the railways, has endorsed exclusive federal regulation providing it is accomplished in such a way as to give full protection and prompt adjustment in matters relating to transportation within the states.

Many Interests Studying Problem. All these organizations represent primarily the shippers of the country, but they are not the only ones who are taking a hand in the discussion. The investors of the nation, through their own associations and through committees representing the savings banks and other financial organizations, are preparing to show the necessity of improving railroad credit and protecting the rights of those whose money is invested in railway securities. Finally the railroads themselves, being vitally concerned in the improvement of existing conditions, are planning to submit their views through their executives, operating officials and traffic experts and to assert their willingness to accept far-reaching federal regulation along lines that will enable them to attract capital and to provide the facilities needed for the prompt and efficient handling of the country's transportation business.

Main Trouble is Too Many Masters. Not all of these interests are in accord as to the remedies that should be adopted. There seems to be a general agreement, however, that many of the difficulties which confront the railroads and which make it impossible for them to meet the requirements of the nation's commerce promptly and satisfactorily arise from the haphazard and often conflicting measures of regulation that have been adopted from time to time by the federal government and the forty-eight states and that what is needed is a well ordered, systematic scheme of federal regulation that shall cover the whole country and make it possible for the railroads to provide the extensions and improved facilities so badly needed. It is at the same time protecting fully the public interests.

No trespassing and no hunting signs at this office.

## GROWTH OF WOMEN'S CLUBS IN OREGON

(By Mrs. Chas. H. Castner in Oregonian Annual.)

The Oregon Federation of Women's clubs, organized in 1899, has enjoyed a continued and prosperous growth in membership and usefulness until, at the 16th annual convention, held in Seaside October 9-12, 163 clubs were reported as holding membership, comprising nearly 10,000 of the most progressive and intelligent women of the state. The club movement in Oregon has not confined itself to the cities alone, although Portland has 30 federated clubs, and each of the other larger cities of the state are well represented, Eugene having five. There are few of the smaller cities and towns that do not boast of a club that has done much for its people along educational and civic lines. Many clubs in the rural districts have been organized for civic betterment and social uplift, and do much to keep the women on the farm in touch with the great women movement of the day.

Showing its true progressive spirit, Oregon was represented by 17 delegates at the biennial meeting of the General Federation of Women's clubs, held in New York last May. The west was recognized as an important factor in this great gathering of women when "California" fell the honor and naming Mrs. Josiah Evans Cowles, of Los Angeles, as president, and Oregon rejoiced that its past president, Mrs. Sarah A. Evans, of Portland, might be named as a director.

Much credit is due the Oregon club women for the interest they have taken in every line that tends to better conditions of the state and the home. In art, literature and music they are striving to raise the standards and create a demand for the best. There are few libraries in the state that have not been obtained through their efforts. To them belongs the credit for establishing the clean-up day. That has long since become an annual event in every community. Their efforts along the line of conservation have not been without results, and they have awakened a keener appreciation of our natural resources. They are ever energetic in good roads, betterment and this year appointed a special committee to offer their assistance in this movement. Last May they added their efforts to those of the sister states of Washington, Idaho, Montana and Utah in observing "Western Clubwomen's Consumers' Week," and urged every member to buy western and Oregon made goods, using the slogan, "Buy at Home and get the habit."

Since having the privilege of the ballot Oregon clubwomen have taken a serious, dignified interest in all legislative affairs, and are especially interested in bettering conditions in the state institutions, particularly those that deal with the unfortunate children. Through the Public Health Commission the Oregon Federation is undertaking a movement for the treatment and care of the crippled children of the state by raising a fund to establish beds in hospitals and in homes, and to establish a children's hospital.

Perhaps the most important work undertaken by the clubwomen of the state, surely the one that is bringing the best returns, is that of its scholarship fund for the education of children. The fund is loaned to young women of the state to assist in their education and is to be paid back without interest when they become self supporting. This fund is raised by the clubwomen selling the "Wednesday letter day." The last annual report showed that 111 young women had received loans from this fund to the amount of \$12,345.

If the clubwomen of this state did nothing else, this investment alone would be worthy their efforts.

### Hail the Oregon Mist

(From the Oregonian)

It is natural for the rain to fall in January in Western Oregon. Snow is pure and beautiful. The sunshine which followed it Sunday was gorgeous. But the east wind had brought its aches and snuffles. The human body seems to adapt itself to nature's normal mood. It is said that when the sun and snow, which defied drugs and physicians when Oregon nature was on a holiday, are dispelled by Oregon Mist.

Let us hope that Indian George—who ever he may be—no predictor of a hard winter, mist and the signs. To make an honest confession, we have small faith in Indian weather lore. Indian weather predictions come about something like this:

White Brother—"Good morning, George."

Indian George—"Ugh."

White Brother—"Going to be a hard winter, George?"

Indian George—"Ugh."

White Brother—"Good day, George."

Indian George—"Ugh."

When this edifying conversation reaches the public it appears that Indian George has said that the rabbits have taken on an extra coat of fat, that the squirrels have laid by great stores of nuts, that the bears went to bed three weeks early, and that the moss crop is unusually prolific—all being certain tokens to the observant Indian that snow and ice are to seal land and stream.

We are not acquainted with Indian George. But if we were, we doubt that we would place more credence upon his prophetic powers than we do upon those of the Rev. J. B. Hicks. The thing to be admired about the Rev. Hicks is that he gives us variety. But who ever heard of Indian George predicting anything but a hard winter? Anyhow, thank God for the rain!

### New Highway Map Shown

The State Highway Commission has furnished Hood River county with a new map showing the curvature and route of the entire length of the Columbia River Highway through the county. The map, which has been placed on a wall of the court house by County Clerk Shoemaker, has created a widespread interest on the part of citizens.

The Highway west of Hood River has for the most part been opened. No work as yet has been done on the extension between Hood River and the Wasco county line.

## 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 started 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 Executive 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 best 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 Law.

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, 7.99 per cent; for 1911, 6.17 per cent; for 1912, 4.97 per cent; for 1913, 5.94 per cent; for 1914, 4.98 per cent; for 1915, 3.44 per cent, thus showing an almost continuous decrease throughout this six year period. It was announced that H. Ford Erickson, formerly chairman of the Wisconsin Railroad Commission, would submit more complete information on this subject to the committee at a later date.

Subscribe for the Bulletin.



## EVERYTHING ELECTRICAL

Pacific Power and Light Co.  
"Always at Your Service"

## MEAT MARKET

Now Open for Business  
Huskey & Templemeier, Props.

C. L. Dunsmore in charge who will do the cutting. Good supply of Fresh Meats on hand.

YOUR PATRONAGE APPRECIATED

## Don't Neglect the Children's Eyes

Give attention to your child's eyes in time and you may save him or her from the necessity of wearing glasses later on.

More—You Prevent Permanent Defect

We give special attention to the examination of children's eyes. We are thoroughly experienced in this work and will tell you frankly whether glasses are required or not, and we will furnish them, properly fitted.

W. F. Laraway, Jeweler and Optician  
HOOD RIVER OREGON

DALE & MEYER  
Tailors to Men and to Women  
Cleaning and Pressing  
Hood River, Oregon

## PROSPERITY

The year just past has been a good year, but let us make 1917 even better. If you are not now a bank depositor, start at this time and see how a bank account helps you to save some of the money that comes in.

MOSIER VALLEY BANK  
Mosier - Oregon

## Fruit Growers Attention

Will sell direct to planters, less agents commission, choice lot of cherry, pear, apple and prune trees in one year old 3-4 and 4-6 ft. grades budded and grafted on best whole roots and guaranteed true-to-name. Please write or phone

TRUE-TO-NAME NURSERY, Hood River



## After Dinner

try one of our famous cigars and your enjoyment will be complete. With the first puff "the cares that infest the day will fold their tents like the Arabs and silently steal away." Poetic but true in every respect. Try it.

"THE OAKS"

B. W. Veatch, Prop., Mosier, Oregon