

STATE OWNED ROAD BED AS A HIGHWAY FOR ALL TRAINS WILL DO THE JOB

How to do away with railroad monopoly is the question of the hour?

The present day civilization must have railroads as we have got used to them and could not get along without their services. But many think that they could do business without the railway abuses, and every man, woman and child knows we have railroad abuses so we do not have to write on them. What we want to know is how to get rid of the abuses and bad services or the lack of service.

There was a day when we had competing railroads and we have some places now where railways have to compete with rivers like the A. & C. R. R. between Portland and Astoria. It has to compete with the steamboats on the Columbia river and you do not hear of any local railway abuses between these places as the open river puts the railway on its good behavior.

So it is plain that the abuses are due to monopoly or the lack of competition and if that is true anything that will give us competition will do away with railway abuses, and give the public railway service of the kind that a progressive people demand. Railways should serve the people, but the monopoly makes the people serve the railways, and the railway managers think that the people's only excuse for living is to serve them.

What the state of Oregon needs is a competing railway and the only way to get it is for the state to build a good double track road bed from Portland to Ashland and throw it open as a tool road. Let any company or individual run trains on it who will run them on schedule time and give the right of way to those trains which carry freight and passengers for the least money.

The state would have the train dispatchers and telegraph operators and station agents and all trains would be subject to the train dispatcher when on the road: Let the state do this and then we would have a genuine competing railway. Trains would compete over the same tracks just as the steamboats do on the river. Do this and we would have the best railway service in the world. Let the state do this and the best railway managers who are in the employ of the monopolies would put trains on the state owned roads and run them to give service. Do this and we would not need any railway commission to fix rates. Do this and you would not have one rate for a ton of hops and another rate for a ton of wheat.

If the state was to go into the railway business then the railways would go out of politics as they would have to do business on business principles; they would have to compete with the state owned road and when they would do that, they could not afford to do politics as they would not be making so much money as they are now and politics cost money.

Suppose the state was to build a good double track road from Portland to Ashland and put one hundred rails on it and ballast it with rock, how would the S. P. compete with its single track line?

The state would only charge toll to keep the road in repair. It would not have to make any profit on the investment as that would come in the general prosperity of the people, and as a proper function of the state is to promote the prosperity of the people, it should free the people of railway monopoly.

This is not a new principle; it is the same as the rivers. The United States government owns all the rivers and they make all the rules for the operating of steamboats. The state of New York owns the Erie canal and makes all the rules for the boats. The counties own all the county roads and make all the rules for wagons that run on them. This common sense principle should be applied to the railway business as it has everything to recommend it and we have nothing to fear from it. There would not be any great army of officials that is so much feared by the politicians, just a few section men, station agents, and operators and they would be kept busy on the road keeping it in order for the many trains that use it.

If the trains were to combine to fix rates that were too high it would work just the same as it does on the river. Some one would put on a train and if it carried passengers for less money than the other, it would get the right of way and down would go the rates.

Rates under this system would go to the lowest possible rates that traffic could be handled for. Then we would find out what it was worth to haul a car-load of hay from Halsey to Portland; then we would find out what it was worth to haul a man from Eugene to Portland, and the chances are that it would not be over 50 cents.

The A. & C. Railway carried passengers from Portland to Astoria for 25 cents, and made money at 1/4 cent per mile rate and kept it up for two years.

When the people once grasp this simple plan and commence to put it into practice, then railway ownership of government will be a thing of the past as the railways will then go out of politics and then men will be free to do business without the fear of some trust crushing them.

As the railways are now managed, they are Ishmaelites as their hand is raised against every business that does not suit some trust. But let this old principal be put into operation and then competition will do the rest.

This principal is in the hands of any state in the union and can be applied to the railways by any state, and I claim it is the only way to free the public of railway extortion and abuse.

The objection to this is that it is no remedy on trans-continental freight and passenger service all of which is true but let Oregon go in and build such a line to the California state line and how long would it be until the people of that state would demand that their state build a line to connect with the Oregon line just as they are now demanding the direct primary law and direct legislation.

The local traffic is the most profitable to the railways in the Willamette valley and if we freed that, we would have done something worth while for our people.

This is one thing that all railways are in fear of; it is the thing that made the Central & Union Pacific pay their debts to the government in 1897 when Judge Maguire, of California, insisted that the government take those roads and throw them open as toll roads to any trains that wanted to use them, and then their owners came forward and paid their debts.

Let the granges take this up and discuss it in their granges and let the inland papers that are free from railroad domination do the same and submit it to voters, at the next election.

H. D. WAGNON,
Portland, Oregon.

Mrs. Strong Injured.
While skating at the Auditorium Rink yesterday afternoon Mrs. Amos Strong suffered a fall and the fracture of one of the small bones of the left ankle. The fracture, which is a very slight one, and will cause her only temporary inconvenience and pain, was sustained by being kicked on the ankle by another skater, who could not avoid stumbling over her prostrate form. This is the first accident of a serious or semi-serious nature to have happened at the rink, and the management, while recognizing that it was unavoidable, regrets its occurrence deeply. Competent instructors are employed to teach the ladies to skate and to protect them from injury, and every precaution is taken to prevent an accident of any kind.

The Texas Wonder.
Cures all kidney, bladder and rheumatic trouble; sold by all druggists, or two months' treatment by mail for \$1. Dr. E. W. Hall, 2926 Olive street, St. Louis, Mo. Send for testimonials. Sold by Stone's drug store. dw-1yr

Aberdeen Lumber Cut.
Aberdeen, Jan. 10.—(Special).—That the car shortage has not interfered with the prosperity of Aberdeen during the past year is strikingly demonstrated by the data on the lumber output of this city, just compiled. In all 599,250,000 feet were cut, during, 1906, the market value of which was \$8,988,750. At this rate, Aberdeen will before long rank as the foremost lumber shipping port of the world.

The Right Name.
Mr. August Sherpe, the popular overseer of the poor at Fort Madison, Ia., says: "Dr. King's New Life Pills are rightly named; they act more agreeably, do more good and make one feel better than any other laxative." Guaranteed to cure biliousness and constipation; 26c at J. C. Perry's drug store.

DEAF HEARD AGAIN

Astonishing Demonstration is Made By Cooper in St. Louis

St. Louis, Jan. 9.—On Wednesday afternoon some remarkable remonstrations were given in public of T. L. Cooper, or the "Great Cooper," as he is called, who is introducing for the first time in St. Louis the preparation which created a sensation in eastern cities.

The demonstrations took place at Mr. Cooper's headquarters and were witnessed by several hundred people. As nearly as could be learned the facts were these:

At 3 o'clock in the afternoon the young man agreed to show what one of his remedies would do for deafness, and agreed to make any one present who was afflicted with deafness hear again in less than three minutes.

There were many deaf people present and about a dozen of these were given the demonstration, consisting of a single application of one of the Cooper preparations.

The hearing of these people was then tested after an interval of between two and three minutes. The test consisted of questions put to them in an ordinary conversational tone at distances varying from five to 20 feet.

The results were remarkable in the extreme. Some of these people who were treated had been deaf for a number of years. When the first question was asked a look of amazement would spread over their faces and they would forget to answer the question. As the questions were repeated the surprised look would give way to one of delight. Many were so affected that they burst into tears and were scarcely able to answer the question.

In no single instance, so far as could be learned would an individual fail to hear. Many were able to hear a finger snap at a distance of 30 feet. At the request of Mr. Cooper questions were put to them by their friends or by various spectators in an ordinary tone of voice and the questions were readily answered.

In giving an account of these demonstrations, Mr. Cooper said: "The preparation used in not the one with which I accomplish most, as my New Discovery, as it is called, and to which I owe my success is for the treatment of all forms of stomach trouble and the general breaking down of the system that follows in the wake of disease of this character. "The stomach is the seat of a great many troubles, for instance, my remedy will relieve thousands of people of rheumatism in this city, simply by getting the stomach in working order."

Many people seen who were present at this demonstration assert positively that Cooper undoubtedly made these deaf people hear again.

No Difference.
No distinction is made as to the kind of Piles that Dr. Leonhardt's Hem-Roid cures.

The names Internal, External, Bleeding, Blind, Itching, Suppurating, etc., are simply names of the different stages through which every case will pass if it continues long enough.

Piles are caused by congestion or stagnation of blood in the lower bowel, and it takes an internal remedy to remove the cause.

Dr. Leonhardt's Hem-Roid is a tablet taken internally. It is a permanent cure. Money back if it fails. Price \$1.00 at druggists. Dr. Leonhardt Co., Niagara Falls, N. Y., Proprietors. Sold by Dr. S. C. Stone, Salem.

PHOENIX Sulphur and Lime Liquid Spray
Now is the best time to spray. Use our famous liquid spray; ready to use. "All you have to do is to mix with water and go ahead. Recommended by all the Experiment stations as better than the home-made. Never fails to do the work if used according to directions. We sell it cheaper than you can make it.

Price \$11.50 Per Barrel
D. A. WHITE & SONS
Phone 160,
225 Commercial Street.

BOURNE MOB IN FIGHT

(Continued from page one.)

Copies of this pledge were telegraphed to every morning paper in the state, and its publicity was made widespread this morning. It is expected to have the effect of holding in line every wavering supporter and line him up.

In the Vawter camp it is asserted that Vawter will be successful, even though he has not exacted a pledge such as Davey received last night. The Vawter people claim 30, and say they will have them in the caucus. To make this 30 they have claimed all the doubtful votes in sight. According to the Vawter figures, Davey needs but ten more to double-rivet his election.

Many Republicans are drifting into town to canvass the situation personally, and the lieutenants of Vawter and Davey are experiencing a strenuous time in trying to convince the undecided and in endeavoring to draw strength away from the opposition.

The Portland Journal last night has the following of interest:

Pledge of Pledge Violation.
Added to this the statement of Julian W. Perkins, of Grants Pass, a colleague of Vawter, that there is undeniable proof in the hands of Vawter's friends that Bourne has violated his pledge as dmeddled in the speakership fight, comes as a foreboding that Mr. Bourne's path may not be all level and devoid of bumps.

"I am very much surprised," said Mr. Perkins this morning at the Imperial hotel, "at the elaborate claims made by the worthy candidate for the speakership from Marion county, which seem to be in conflict with the pledges and support which we have every reason to believe are enrolled to support Vawter."

"We have not lost any strength through the happenings of the last three or four days, and, in fact, we have made converts, and we consider that Mr. Vawter will be the next speaker of the house of representatives, as we have a big majority of the Multnomah delegation, to say nothing of the Vawter support which is drifting into the Vawter camp."

"I will say that I am very much

surprised at the attitude in this struggle that has been taken by the managers of Jonathan Bourne. Mr. Bourne gave Mr. Vawter and others of us his personal pledge last spring and during the campaign preceding the June election that his attitude in the speakership fight and other local political affairs would be strictly neutral; that he would neither support nor endorse Mr. Vawter nor any other candidate. The surprise to us has been the undeniable proofs we have that he has not only broken this pledge through his local henchmen, but that they have been very active, and, in fact, leaders in the Davey campaign. I am convinced that Mr. Bourne in this manner has broken his pledge to us."

In answer to this statement L. H. Adams, of Multnomah county, and one of Mr. Davey's staunchest supporters, produces a telegram sent January 7, to his private secretary in this city, disclaiming any intent to interfere in the contest.

Coffey Defends Bourne.
J. B. Coffey, another of Mr. Davey's friends, also denies in emphatic terms any connection of Bourne with the Davey camp.

"You can say for me," said Mr. Coffey, "that Mr. Bourne has taken no part in the contest, either in the past or now in the present. Long ago he told me personally that he was friendly to all the candidates; that they were all statement No. 1 men, and that any one of them would be acceptable to him as speaker of the house. I have heard from him by letter many times since then, both before the active campaign for the speakership and since, and at no time has he alluded to the struggle in any way, and I do not know which of the candidates is, or would be, his choice for the position. There is nothing whatever in the story."

Mr. Davey puts the reputed activity of Burke and Kyle on the basis of long-standing friendship.

"I knew both those boys years ago in Salem," said Mr. Davey, "they are personal friends of mine, and it is but natural that they should assist me, just as John Coffey and the Marion county delegation might be expected to do if left to personal preferences."

The Vawter forces are persistent in their allegations, however, and will refuse to be convinced by any-

thing less than absolute proof of Bourne, and the possibility of future trouble, brought by the rankling wounds of possible defeat in organization, begins to look definite.

There is no change in the intrenchment of the two candidates and both are in the same position as yesterday. Last night Davey signed up 17 members who promised to support him to the last. The list is as follows:

J. C. Baker, John B. Coffey, D. C. Burns, John Driscoll, L. H. Adams, of Multnomah; Elmer T. Connell, of Columbia; L. T. Reynolds, George F. Rodgers, J. D. Simmons, J. H. Settlemyer, of Marion; C. G. Huntley, of Clackamas; A. G. Heals, of Tillamook; B. A. Washburne, Allen Eaton, of Lane; John W. Bones, F. A. Crawford, of Yamhill; W. K. Newsell, of Washington.

Umatilla Men to Sign.
It is further expected that the three members from Umatilla county will sign when Slusher reaches the city this evening from his Pendleton home, Pike, of Sherman; Donnelly, of Wheeler; Jones, of Polk; Edwards, of Lane; Barrett, of Washington, and Newell, of the same county; Belknap, of Crook; Moore, of Baker and King, of Malheur, are also expected to come into the Davey fold.

The Davey forces say Vawter who have to capture every unpledged vote to insure his success. The Vawter men say Davey is claiming more votes than has been assured him and that the final caucus will show Vawter to be the winner. It is expected that tonight and tomorrow will put something like a definite cast to the contest, and that before the legislators go to Salem on Monday there will be nothing but formal action necessary to settle the speakership question.

Carrie Nation
Certainly smashed a hole in the barrooms of Kansas, but Ballard's Horehound Syrup has smashed all records as a cure for coughs, bronchitis, influenza and all pulmonary diseases. T. C. H., Horton, Kan., writes: "I have never found a medicine that would cure a cough so quickly as Ballard's Horehound Syrup. I have used it for years." Sold by D. J. Fry.

Rostein & Greenbaum's CLEARANCE SALE NOW ON UNTIL JANUARY 16TH

A FEW OF OUR TRADE WINNERS

Ladies' Hose
3 pair heavy gray for25c
13c heavy black, now12c

Children's Hose
10c heavy ribbed now,8c
20c fine ribbed, now15c

Toweling
Good cotton, now, yd.4 1/2c
7 1/2c flaxine, now yd6c
10c flaxine, now yd7 1/2c

Oil Cloth
20c standard grade, yd15c

Outing Flannel
12c plain colors, yd9c
10c grade, figured, yd8 1/2c
9c grade, figured, yd7 1/2c

Shirting
12 1/2c heavy twilled9 1/2c

Muslins
10c grade in mill end remnants, yd6 1/2c

Colored Table Damask
In mill end remnants, 50c grades now25c yd

Men's Underwear

40c grade, now25c
50c grade, now40c
\$1.25 and \$1.50 odd wool shirts and drawers, now75c

Men's Sox
6 pairs heavy cotton for25c
10c black sox, now7 1/2c

Lace Curtains
\$1.25 grade, 3 yds long, now 85c pr
\$1.50 grade, 3 yds long, now \$1.00 pr
\$2.00 grade, 2 yds long, now \$1.25 pr

Bed Spreads
\$1.00 large size, now69c
\$1.25 large size, now90c
\$1.75 large size, now\$1.25

Muslin Underwear
Gowns from35c up
Skirts from40c up
Drawers from30c up

Ladies' Underwear
Heavy cotton, now20c
60c union suits, now40c
\$1.00 union suits, now60c