

Government Ownership of Railroads.

Preparations are being made by Government agencies for the big railroad investigation under the Newlands resolution by a joint sub-committee of Congress, which will take the center of the stage immediately after election. The hearings will begin November 20.

This investigation, says the Washington correspondent of the Philadelphia "Record," will go into all transportation conditions of the United States, relating to inter-State and foreign commerce, and will determine the necessity and trend of further legislation.

The principal issues that will confront the sub-committee are: Whether there shall be absolute Government ownership of the railroads as well as of other public utilities, such as telegraph, wireless, cable, telephone and express companies; or

Whether there shall be continued Federal regulation, including requirement of Federal incorporation of railroads, with increased powers given to the Inter-State Commerce Commission.

Figures that will be placed before the Congressional joint committee will show that the government by owning the roads could afford to reduce the freight and passenger rates 50 per cent. by economic methods that would not impair the service.

It will be shown that the income from the railroads in one year would be nearly one-third the cost of the Government of taking them over.

The railroads are being valued now under the Federal act of 1913, and it is generally estimated that their value will be between \$9,000,000,000 and \$10,000,000,000, with the capital stock placed at \$18,000,000,000.

The railroads, it will be pointed out, are essentially public in their nature, receiving a tax from the people of \$3,047,019,908, which is greater than the amount collected by the Government itself. By allowing individuals to collect this tax, it will be argued, the Government is farming out the collection of taxes, which in all ages, has been denounced as abusive and as imposing on the public.

The power of the roads, it will be contended, is so great that it is more enormous than the Government itself, the roads being able to make or unmake communities and individuals.

The opportunities for graft, say the advocates of Government ownership are greater in private ownership of railroads than in Government ownership. Proof of this will be brought by reference to the wasting of \$200,000,000 by the New York, New Haven & Hartford, and over \$100,000,000 by the Chicago, Rock Island & Pacific; to gifts of millions for railroad managers; to the salaries of from \$50,000 to \$100,000 a year drawn by the railroad presidents while they are interested at the same time in subsidiary corporations.

A greater measure of economy will come with Government ownership, it is claimed. The Federal authorities, it is said, will eliminate the economic waste of parallel lines and the waste that would be entailed in the payment of thousands of employees required to regulate the railroads.

One of the principal arguments against Government ownership will be the claim that it will bring into politics the 1,695,483 employees (as shown June 30, 1914,) and that the efficiency of the roads when handled by the Government will be less than by private hands. In answer to this the advocates of Government ownership will point to the Post Office system as an instance where Government control is best.

In the matter of continued regulation the Congressional committee will have before it for consideration a number of recommendations from the Inter-State Commerce Commission. The principal ones are:

1. Increase the commission from seven to nine members to take care of the vastly increased business.
2. Confer on the commission power to regulate wages in order to avoid strikes in the future.
3. Give the commission full authority to investigate expenditures by railroads.
4. Allow the commission to regulate securities.
5. Allow either the commission or the Department of Justice to name the receivers for roads which fail.
6. Include common carriers under the provisions of the Clayton anti-trust act, which makes it unlawful for any person at the same time to be a director in two or more competing corporations.

There is constant contention now as to the power of the commission to investigate expenditures. The commission claims the need of being informed of all expenditures to tell whether rates are reasonable or not and whether money raised, which is in the form of taxes, is properly applied.

Receiverships of railroads have been a great source of scandal, and it has been customary for the courts to appoint those responsible for wrecking the road as receivers. It is claimed that the Inter-State Commerce Commission or the Department of Justice should name receivers for roads just as the Comptroller of the Currency appoints them for national banks.—Pittsburgh "Dispatch."

Dr. Abbott Dissents from Mr. Hughes. From the Springfield Republican.

After reading Mr. Hughes' denunciations of the eight-hour day law, passed by Congress in order to save the country from a great national catastrophe, one finds Rev. Dr. Lyman Abbott saying:

"If I had been in Congress I should probably have voted for the eight-hour day rather than subject the people to the tragical consequences of closing the highways for even a short season. Congress has done well to save us from the present distress." Opinions differ among Mr. Hughes' most distinguished supporters.

FARM NOTES.

—One of the heaviest pieces of grass in Rochester, N. H., was on the land of L. E. Goodwin. When Mr. Goodwin was mowing, one standing in the highway could not see the tops of the horses' heads as the machine made its turns.

—When for any reason you remove automobile tires, always place the side that was away from the car towards the car in putting them back. Most of the wear on a tire occurs on the outside edge. By putting the worn side towards the car, the unworn part of the tire will receive the hardest wear, and in that way the tire will wear out on both sides instead of wearing through in one place. It is the plan used by a man to make his socks last longer. He alternately wore the left sock on the right foot, and vice versa.

—"People catch anthrax from contact with diseased cattle or horses," or with wool or leather from diseased animals. Before the medical world knew what it was, many people died from contracting the disease through wearing shoes made of the hides of animals which had died of anthrax. The germs of the disease are the most resistant known. Twenty years of drying will not kill them.

—There is hope that Dr. Adolph Eichhorn of the United States Department of Agriculture has perfected a cure for this disease in the form of an antitoxin.

—Farm and Fireside quotes American horsemen high in authority as saying that about one-half a million of our horses have been sold on war orders for about one hundred million dollars since the outbreak of the war. Fully 90 per cent of the artillery horses purchased were sired by draft stallions and were out of small mares. The same horse authorities claim that the Belgian breed in Europe has been practically destroyed, and Percheron breeding stock has also been heavily sacrificed for war use.

—"The crux of the matter clearly indicates that American horse users must depend on the produce of American studs for draft sires for many years to come."

—"A representative of one of America's greatest horse importers says it would not be possible to find 200 draft stallions suitable for export to America, even were exportation allowed."

—Horses. "To train a horse so it will have plenty of spirit and work with a less expenditure of energy," "it should be educated instead of broken, experienced horsemen believe. When a person breaks a horse he breaks its spirit and the animal responds wholly through fear."

—"The education of the colt should begin when it is a few days old. To teach it to be led is the first step. On many farms draft colts are not handled until they are old enough to work."

—"One should work around the colt until he has gained its confidence. Then he can get it used to the harness one piece at a time. It is better to not hitch the colt to a load until it is accustomed to the bit and lines and the rest of the harness. The colt should also know the meaning of the ordinary signs, such as 'Get up!' and 'Whoa!' Then it should be hitched to a wagon with an old and gentle horse. Horse sense and patience are the two most important factors in successful horse-training."

—"The very best disinfectant known to science does not seem to be known to some people at all."

—"I allude to boric acid, or, as some people call it, boracic acid. It is exceedingly efficient, safe, and economical. It is a white powder, and makes the best dressing for wounds that modern doctors have ever discovered. In using peroxide of hydrogen it is always necessary to remember that while it is a disinfectant it is not a healing remedy at all, as it is acid in reaction and stimulating, rather than healing, to wounds. Boric acid is mild and safe in its action, promotes rapid healing of wounds, can be used as a dressing powder or, dissolved in water, as a cleansing solution. Boric acid in solution makes an excellent gargle for sore mouths or a lotion for sore eyes, and as it is not at all expensive a pound box of it should form part of the domestic supplies of every family. Always remember that boric acid is nonpoisonous in any ordinary quantity usually used, while bichloride of mercury and carbolic acid are exceedingly poisonous. For disinfecting and deodorizing drains, the crude or unrefined carbolic acid is one of the best agents obtainable."

—"Corn under favorable conditions will produce from 30,000 to 50,000 pounds of green forage per acre, which contains from 5000 to 9000 pounds of dry digestible matter. When corn is grown close together very little grain forms, but we have a tall, coarse grass which cures into a nice, bright hay. The term corn fodder is applied to the stalks either green or dry from which the ears or stubs have not been removed. Corn stover denotes the dry stalks from which the ears have been removed. When corn is planted about three inches apart it produces very few good ears, but an abundance of nibs and large quantities of dry digestible matter. The largest yield will follow planting it about one foot apart in rows. So if the farmer wants forage, he will plant the corn so close that the ears will only be about one-half size, otherwise he will plant in rows. For steer feeding it is not necessary that corn be husked, as the cattle make just as large gains and they relish it better if it is not husked."

Kentucky bluegrass ranks first as a pasture and lawn grass. It ripens very early in the summer, as it gains its nourishment during the fall and winter. By the last of May or the first of June it begins to die and turn brown, but with the coming of fall with its rains it is soon green and growing. It should be either heavily stocked during the early spring, and then the stock fed silage, or it should be very lightly stocked during the spring and summer and then used as a fall and winter pasture.

—Subscribe for the WATCHMAN

"I AM AN AMERICAN."

SON OF CIVIL WAR VETERAN, IN VIVID PROSE POEM, SUMMONS ALL WHO LOVE AMERICA TO VOTE FOR WILSON.

I AM AN AMERICAN. I hate war and I love peace and honor. My father fought in the Civil War for the cause he thought was right. He died on the battlefield of Gettysburg. He left a widow and five small children.

As a child at my mother's knee, I have heard her, as the tears stole down her cheeks, describe the horrors and the miseries of the days of '61.

I have read the words of Sherman who said—"War is Hell." I try to picture the sorrow and woe of those stirring times and I see destruction and death in every city and State.

I hear the shrieks of mothers, the wails of sorrowing wives whom relentless Death made widows; the cries of children awaiting in vain the return of "Daddy."

I see a land once rich in grain become more devastated than if it were visited by the seven plagues of Egypt; a land once peaceful and prosperous, the most miserable country that the sun ever shone upon. I HAVE EVERY REASON TO HATE WAR.

MY MIND'S eye sees the terrific struggle now being waged in Europe—For what, Who can Answer? I tremble like all true Americans—at the thought of our land being engulfed in this maddening sea of slaughter.

I know our President has kept us out of this awful war and I lift my voice both day and night in grateful accents to Heaven for having raised up at this crucial period Woodrow Wilson who, like Washington and Lincoln, has been the saviour of America.

I know that Wilson has preserved unsullied the glory of Columbia—that he has maintained peace without sacrificing honor.

No stain of shame has ever yet besmirched the pages of our history, nor has our flag ever trailed behind the war chariot of king or Emperor; and I know that while Woodrow Wilson rules the country, this boast will proudly ring o'er hill and vale with no fear of a discordant echo.

I know that Wilson has endeavored in every honorable way to preserve neutrality with foreign powers, and that his policies and actions have been criticised by men who, like Caesar, would sacrifice country for ambition.

I know men. I know that Christ himself was crucified by his own chosen people because he tried to save them. I know that Wilson is sorely pressed and in this hour of dire need asks true Americans to help him fight the moral battles of America. AND THIS I SHALL DO.

MY COUNTRY'S flag waves from no lordly castle but flings its folds to the breeze of freedom—the proud emblem of the greatest nation the world has ever known.

THEREFORE I want no change of administration at this hour of terrible uncertainty. I care not whether Wilson is a Republican or a Democratic leader.

He has gone through the crucible of criticism and slander and has come forth radiant like a mass of molten gold.

I know that on his shoulders rests a government dearer to him than life itself.

I know that at its integrity thousands of people at home are striking, while at it foreign eyes are glaring, and I know that Wilson has never faltered.

This ordeal with its attending sorrow and sadness occasioned by the ingratitude of some may have aged him, but it has added beauty and sublimity to his character and has not only humanized every instinct but has expanded and elevated him to the heights where the venomous darts of slander can not wound him.

I believe in the words of the poet: "Great men grow greater by the lapse of time; we know those least whom we have seen the latest; and they 'mongst those who have grown sublime—who fought for Human Liberty are Greatest."

The man who has stood at the helm of state has piloted us through the channel of danger out into the calm waters of peace, contentment and prosperity—THAT MAN I SHALL STAND BY.

That man is Woodrow Wilson. I shall vote for him because I AM AN AMERICAN.

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