

..CASH..

Reference made of a deal as a "Cash" transaction always impresses one that the purchase was made at a rock-bottom price. This is invariably true. No matter how good a man he is not as good as "Cash." His "Cash" will buy more than his good name and reputation for honesty will buy. To get all possible for your "Cash" can be accomplished best by dealing with those who sell only for "Cash." Credit stores cannot well have two prices. We all know that they cannot charge groceries at "Cash" prices. So a credit store, "Cash" customer, must pay credit prices. Ours is a real "Cash" store for one and all, with prices that are in keeping with this much used word "Cash."

Apples, Cheap!

A new car of Apples just received from Oregon. Stock is good and ready for immediate use. Save 50c to \$1.00 per box on your Christmas Apples.

OREGON APPLES

PER BOX, \$1.25, \$1.35 and \$1.50

Yakima Apples

Per Box, \$1.45, \$1.50, \$1.60 and \$1.75

Stockmen!!

Buy your Stock Salt now. 100-lb. Sacks 65c. See us for ton-lot prices.

SKAGGS' CASH STORE.

FOR THE USE OF ALL THE PEOPLE.

Idaho is to have \$108,148 annually for ten years as its allotment of the federal fund for building roads in the forest reserve. This is the third largest allotment from the fund.

To a state half of whose territory is in reserve land and therefore contributes nothing to the state's revenues, this is, of course, a measure of no more than justice. But the present government's policy is a thoroughly enlightened one. It seems a long time since the voices of those advocating this provision for highways in the forest reserve were as of one crying in the wilderness. It has been repeatedly laid down by the courts that the relation of the United States government to its public lands is that of an owner or proprietor, to which its governmental rights are merely incidental and not of sovereign character. It is a wise and enlightened proprietor who makes the widest possible use of his domain, and as the proprietors are, in this case, the people themselves, the present law marks out the sane policy of the owner who improves his grounds, opens them up and renders them accessible. It is worth nothing that it is the very countries of the highest efficiency, such as Germany and Switzerland, that most thoroughly and consistently open and develop the possibilities of travel and recreation afforded by their resources. Tartarin of Tarascon stretched a point when he said that the Swiss government, but the canny Swiss and hard-headed Germans put their best thought and energies to work in trying to make the most of the attractions of the country by making them accessible.

The string of automobiles, already constantly penetrating the new roads up the Payette and into our wonderland beyond the foothills, shows how eagerly the people take advantage of the opening of their resources. Secretary Lane's policy has marked a long step forward in the rational use of the government domain, and it is encouraging that both the great political parties have incorporated in this year's platform conservation planks in which they are not afraid of the word "use." The most rabid parlor-conservationist could not object to a conservation policy that runs roads through the national forests and gives the living generation at least enough of their use to travel through them and to enjoy them.

Then from the general good roads

fund appropriated under the recent act of congress we are to have this year \$62,750 to assist in building highways outside of the forest reserves. This is contingent on the state providing an equal amount in money, material or labor. The available appropriation increases each year for five years. In 1920 we shall have \$313,750, and in the five-year period a total of \$941,200.

Even before the prevalence of the automobile, good roads were the greatest need of this country. Probably there are a few sections where their lack has been a greater detriment and more serious obstacle in the way of progress than here in Idaho. With the finest climate in the world, it takes more than that to persuade outsiders that Idaho is the place they want to choose to live. It takes more than climate plus economic opportunity. Man loves his kind, and he will put up with deficiencies of climate and a stubborn soil if he can have easy and pleasant social intercourse. Fortunately Idaho has seen the light and is falling into line with the good roads movement that is doing as much as any other one thing to open up the country and to get people living away from the crowded centers. Not the least service of the automobile has been the tremendous impetus it has given to good roads.

From the combined appropriations thus provided for Idaho there will within the next five years be available for road construction in Idaho within and without the forest reserves in the neighborhood of \$1,481,940—probably the most important money that will be spent in the state from outside. It will demand the utmost care and vigilance to prevent its waste. If it is regarded as so much "pork" we will be little better off for having it, and in the regions outside of the forest reserves there is danger of its being so regarded.

There is a tendency to use such appropriations for building long stretches of road between cities. Such roads are usually the least needed. For many years to come our first need will be the roads radiating from established centers of population. The city-to-city long distance highways look well on paper and sounds well but it is used once where such local roads are used fifty times. It represents the ultimate development of the future rather than the needs of the present.

Eighty head of Ewes and Lambs for sale at \$7.00 per head.
O. E. NELSON,
Sterling, Idaho.

DEMOCRATIC ECONOMY.

Appropriations totalling more than \$700,000 are asked for in budgets filed by different departments of the state government Friday and Saturday with the state board of examiners. A dozen or more departments and institutions are yet to file estimates of money needed by them for the next two years, but those now in, with other appropriations wanted, bring the total sums of money to be asked for in the legislature up to more than \$3,500,000.

The state highway commission will ask \$1,000,000 for road building purposes; the six state educational institutions want approximately \$1,370,000 for building and maintenance during the next two years and the penitentiary has asked for \$31,000.

Budgets in which requests are contained for appropriations for 1917 and 1918 were filed with the board of examiners in connection with reports of moneys spent during the biennium just drawing to a close.

Governor Wants More.

Governor Alexander in his report says the executive department will need \$26,000 during the next two years. The department was given \$20,320 by the last legislature and spent \$20,431.69, according to the governor's statement. The chief executive recommends an increase of \$680 for his private secretary for the next biennium.

The secretary of state's office wants \$36,450. The last legislature gave that office \$32,440.

State Treasurer Eagleson asks for \$41,000. This sum is double what his office was given two years ago, but is made necessary, he points out, because of the extra work now handled by his office for the state land department. Much extra expense is shown on his office, Eagleson says, in taking care of the loans made by the land department, all of which are handled through his department under the present system.

Engineer Asks Increase.

State Engineer Smith says his office needs \$35,000 for the next two years. It had \$38,000 for 1915 and 1916.

Adjutant General Moody requests that his department be given \$50,000; the educational department wants \$40,000 and the historical society \$45,000.

The state veterinarian's office asks for \$51,700. This is a very slight increase over two years ago.

The pure food department has made a request for \$20,000. That department was given a like sum two years ago.

Utilities Board Wants \$75,000.

An appropriation of \$75,000 is asked for the public utilities commission. Two years ago the commission was given only \$52,150, but it had asked for more money.

The state board of health has asked for \$24,130, an increase of almost \$5000 over the appropriation given it two years ago. The board wanted more money in 1915, but failed to get it.

An appropriation of \$59,000 for improvements and \$102,000 for maintenance is requested by the Northern Idaho sanitarium at Orofino. That institution was given \$79,000 by the last legislature.

One Can Do With Less.

Only one department has thus far requested a lesser appropriation than it got two years ago. That is the state horticultural department, of which Guy Graham is head. Two years ago the legislature appropriated \$38,000 for his department. Graham says he can get along with but \$30,000.

The board of capitol control wants \$50,000 for the upkeep and improvement of the statehouse and grounds, and an extra \$10,000 for the rejuvenation of the old capitol building occupied by the legislature.

Reports and budgets from several offices and institutions are yet to be filed with the board of examiners. The attorney general, the state insurance commissioner, the bank examiner, the state board of equalization,

PORTLAND STOCK MARKET.

December 19, 1916.—Cattle: Receipts of cattle Monday were lighter than any previous Monday of the year. The light supply received a large demand, there being buyers from all packers and butchers in the northwest here looking for supplies, a number not even getting a lookin. Prices on all grades of beef cattle were a big 25 cents higher. There were only a few good loads in the run, which were made up principally of common valley and coast loads. The market is in fine shape on all grades.

Beef steers: The beef steer demand was good, and there was an active market. There was only one good load which brought \$7.50, with another lot at \$7.30. The balance of the steers were mostly common grades and sales ranged from \$4.50 to \$6.50. Packers and butchers took about everything offered. Beef steers that were selling at \$7 to \$7.25 a week ago brought \$7.30 to \$7.50, and the other lines gained in proportion.

Cows and heifers: She stuff scored advances the same as steers. Best cows sold at \$6.35 for one load with another bunch at \$6.25, which was selling at \$6.00 a week ago. There were but a few lots here and they were quickly absorbed. Fair to good cows sold from \$5.50 to \$6.00, with medium grades around \$5.00. Common grades sold down to \$3.50.

Bulls and Stags: There were but a few bulls offered in the run Monday with a good call for heavy bolognas. Best bulls sold from \$3.50 to \$4.25.

Hogs: A very liberal supply greeted the buyers Monday there being over 6000 head. Demand was good and an active trade ruled, although prices were lowered a little. The top of \$9.70 was 5 cents lower, while the bulk of sales were \$9.55 to \$9.90 was 5 cents to 10 cents lower. The run included a good many pigs and half-finished stuff, which found very slow trade. Pigs sold from \$8 to \$8.50 with bulk at \$8.25.

Sheep: There is practically no change in the sheep situation. A famine continues, packers all being exhausted of supplies. Valley lambs were advanced another 25 cents Friday, to \$9.75. The only offerings Monday were 100 head of mixed stuff from the valley. Yearlings sold up to \$8.75 with the best ewes at \$7.25.

SOLDIERS COMING HOME.

The Second Idaho regiment entrained at Nogales Tuesday afternoon, between 2 and 5 o'clock and traveled in sections to Idaho, and will arrive in Boise Friday afternoon or Saturday morning. This is the authentic information that reached Boise military officers Wednesday.

It took the regiment seventy-two hours to reach Nogales last July and about the same time will be required for its return. The trip was made by way of Colton and Salt Lake. Elaborate plans are under way here for the reception of the troops. The city will be gaily decorated and the Boise barracks renovated. All buildings will be heated and extensive entertainment provided while the demobilization is going on. This will require 10 days. All cities and towns having companies in the regiment will be asked to appoint committees to work with those in Boise for the reception of the troops.

Major J. B. Burns and Captain Max B. Garber returned Monday from Nogales, where they checked the regimental property. No shortage was discovered, they report, and the property will check. It is reported there was a shortage of \$15,000 in property value. Misunderstanding in bookkeeping and receipting property explains this. Dispatches from Nogales say 1100 officers and men make up the returning regiment.

THE FARMERS' FRIEND IS A BANKRUPT

Pursuant to an order of E. C. White, referee in bankruptcy of the United States district court, the entire stock of general merchandise of Leo Lewis, doing business as the Dollar Bill department store, was sold at auction Friday for \$25,000. The stock was purchased by Morgan & Block, who will sell it in Pocatello, together with the balance of the stock of the Kinney Merc, which is now being taken to that city.

The examination of Lewis, on behalf of his creditors, was in progress on Thursday and Friday of last week. His liabilities were placed at approximately \$60,000 with assets of about half that amount.

the state land board, the mines inspector, the state auditor, the soldiers' home, the Idaho insane asylum of Blackfoot, the Idaho state sanitarium and the Children's Home Finding society have not urged in estimates of moneys needed during the next two years. If none of these offices, departments or institutions ask increases over their last appropriations they will need a total of more than \$250,000.—Statesman.

DUBOIS WANTS FRAG AT HOME

Washington. — The "come back" of Fred T. Dubois of Idaho after several years spent in political retirement, and the prospect that he soon will be rewarded for his work in the recent campaign by a good federal appointment, is one of the subjects of political comment around Washington. The belief is current that not only will Dubois be rewarded with a job, which he is admitted to have earned, but that hereafter he will be looked to by the administration as its referee and advisor regarding affairs political in the state of Idaho.

Of all the Idaho Democrats, Dubois was the only one, during the late campaign, to render material service to the Democratic national committee. Early in the campaign, Dubois went to Chicago and placed his services at the disposal of Senator Walsh, the western manager. Those services were quickly and gladly accepted, notwithstanding Dubois, four years ago, had been the campaign manager for Champ Clark, when the speaker of the house was seeking the presidential nomination at Baltimore.

Loyal to President.

Dubois made it plain that he was loyal to the president and to the Democratic party, and as a staunch Democrat, wished to do his utmost to further the cause of Mr. Wilson in the west, where he knew conditions, and could do the most effective work. From the day of his offer to the close of the campaign, former Senator Dubois was one of the most important field representatives of the western Democratic headquarters, and proved to be one of the most effective workers.

During the campaign, Dubois worked at times all over the west, but he concentrated his efforts on Idaho and Utah. This was the more remarkable in view of the fact that Dubois, in the past, had been a leading antagonist of the Mormon church. Yet it turned out that because of his past stand, he was better able than others to carry the message of the Democrats to the two states where the Mormon vote is the largest, and today the Democratic national chairman accredits Dubois with a large share of the honor for the Democratic victory in both Idaho and Utah.

Was Main Intermediary.

In most of their dealings with the Democrats of Idaho, the Democratic committee last fall dealt through Dubois, and it was Dubois who was the intermediary in the dealings between the committee and the Democratic organization of Utah. Dubois, forgetting his old hobby, was a loyal worker for Judge King, who later was elected United States senator in Utah, and yet King is a Mormon. He also worked for other Mormons on the Democratic ticket just as faithfully as he worked for Gentiles, and the example set by Dubois is believed to have done much to wipe out the old feeling that estranged many Gentiles when Mormons were running on the Democratic ticket.

Just what government office is to be offered Fred Dubois has not become known, but it is known that his friends, and particularly those who took an active part in the conduct of the Democratic national campaign, have not allowed the president to overlook the services rendered by the former Democratic senator from Idaho. The probabilities are that Dubois will be given some good office in Washington, D. C., rather than a foreign post, as that would be his preference.

LOST SHEEP

I have in my possession seventeen sheep of different brands which I found in the lava cracks and the owners can have same by calling at my place and paying for this ad, identifying brands and paying all expenses.

J. I. WIXOM,
Blackfoot, R. F. D. No. 1.

The idle rich in Europe have been forced to the dire extremity of going to work to earn bread and butter. Which, praise be, will be some aid to digestion.

We know of only one two-legged animal that ranks as an unfit associate even for the devil, and that is the price boosting speculators in foodstuffs. Hell wouldn't have him.

NOTICE

At the regular meeting of the Board of County Commissioners of Bingham County, on January 8th, 1917, I will make application to the Board for authority to appoint One Senior Deputy, One Recording Deputy and One Stenographer, as assistants in the offices of the Clerk of the Court and Auditor and Recorder.

E. M. FISHER, Clerk.

After kicking the dog, the only appropriate thing left for you to do is to go out in the back yard and kick yourself.

When peace is declared those American "war brides" will resemble a bunch of old hens.

We've crowded a whole lot into this sinful old year 1916, most of which should be crowded out again.

Stray Notice.

There was brought to me November 30 two red hogs; one sow, weight about 150 pounds; one boar, weight about 175 pounds. If same are not claimed on or before January 10, 1917, they will be sold at public auction to pay costs of advertising and other expenses, at my place at Riverside.
WILARD HOMER,
Constable.

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 two 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 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 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 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, 7.00 per cent; for 1911, 6.17 per cent; for 1912, 4.97 per cent; for 1913, 5.04 per cent; for 1914, 4.06 per cent; for 1915, 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.



Christmas Suggestions

We are able to supply your wants for Xmas Gifts. Our Toy Departments consist of foreign and American made goods. The Tinker Toys are very popular with the children.

Our fancy line consists of Shaving Sets, Smoking Sets, Safety Razors, Books, Ivory Sets and many other useful articles for all the family.

THE SAN-TOX STORE **POWERS' PHARMACY** WHERE EVERY BODY GOES