

640-ACRE HOMESTEAD.

Idaho is one of the western states that will be greatly affected by the 640-acre homestead act, which has been passed by the present congress and is now before the president for his signature. The measure will probably be signed the latter part of this week. Many people in Idaho are anxiously awaiting the time when the terms of the new law go into effect, for they are prepared to file on tracts of land. Included in this list are many who desire to go into the sheep and cattle business, for the large area of land allowed under an entry will make the lands valuable for grazing purposes.

There seems to be a difference of opinion here among those who have watched the progress of the bill and are more or less familiar with its terms as to whether residence on the land is required. To make an entry only the payment of a fee is necessary. Some say that continuous residence for three years is necessary. Others assert that residence only at intervals is required. Much of the land that can be filed upon is more or less isolated from present settlement. It has for many years been used by sheep and stockmen as public range, is without water and will therefore be difficult to live upon.

Increase State's Revenue.

The intent of the law is said to be to provide grazing lands and thereby segregate the public domain. Some of the lands may be cultivated. They will be classified, however, and only those lands classed as grazing and not suitable for cultivation will be thrown open to entry. It is also claimed that as soon as patent is issued to the land entered under this act that it will then become subject to taxation and the revenue of the state will thereupon be greatly increased.

Officials of the several land offices in this state expect to receive full instructions later as to the constructions

to be placed on the new act, how it will operate and what percentage of the lands in Idaho can be entered under it as well as their location.

VOTE TO KEEP PRIMARY LAW.

Following a spirited discussion on a resolution urging the legislature to repeal the present primary law and to enact a new law patterned after the old convention system, the county commissioners' association at its session Wednesday morning, by a vote of 20 to 12, rejected the resolution. It was introduced by A. W. Hart, prosecuting attorney of Franklin county, and read:

"Resolved, that we urge the legislature to repeal the present election law and to enact a new law, patterned after the old convention system, making such changes and additions therein as may be necessary to safeguard good government, and at the same time avoiding the expenses of the present primary."

How the Vote Went.

Six of the 12 votes cast in favor of the resolution were by commissioners who will retire with the incoming of the new administration. The following voted yes: Coffin, Ada; Pritchard, Bonner, Daine, clerk, Franklin; Gettis, Meham, Hatch and Parkinson, Franklin; Woody, Latah; Jones, Oneida; Edlefsen and Jones, Teton; Moore, Twin Falls.

The following voted no: Smith, Carlson and Boone, Ada; Richardson, Adams; Bonner, Blaine; Hagman, Bonner; Clark, Bonneville; Ross, Canyon; Larsen, Cassia; Critchfield, Cassia; Hammond, Fremont; Knox and Wilson, Gem; Miller, Thomas and Marsh, Gooding; Egate, Kootenai; Albee, Twin Falls.

New Resolution Tabled.

At the afternoon session the fight on the primary law was renewed by a resolution introduced by E. B. Edlefsen of Teton county, providing that it be the sense of the meeting that the present primary law be so changed as to eliminate the features that have proven objectionable, including the holding of two elections.

An amendment was offered to the resolution which left it as originally introduced but by leaving off the words "including the holding of two elections." At this point Edward Smith, Ada county, prefaced a motion made to table the whole matter by saying he believed it was outside the jurisdiction of the organization.

The motion to table carried by a vote of 13 to 11. W. H. Hochbaum, supervisor of county agents, spoke before the commissioners in the morning on the work of the county agents.—Statesman.

NERVOUS WOMEN

When nervousness is caused by constipation, as is often the case, you will get quick relief by taking Chamberlain's Tablets. These tablets also improve the digestion. Obtainable everywhere.

The diet squad in Chicago gained in weight on the menu they had had. Now it is up to Doctor Robinson to arrange a diet that will reduce the weight of the over-fat.

The ammunition makers energetically and vociferously protest.

Worry Shortens Life.

Someone said that "care will kill a cat," and however this may be there is no doubt that thousands of human beings have either lost or shortened their lives through this cause.

It is noticed that the federal public health service has just issued a bulletin intended to show that human beings have not as much sense in this regard as the other members of the animal kingdom.

To prove its case the health department asserts: "So far as is known no bird ever tried to build more nests than its neighbor; no fox ever fretted because he only had one hole in which to hide; no squirrel ever died of anxiety lest he should not lay by enough nuts for two winters instead of one, and no dog ever lost any sleep over the fact that he did not have enough bones laid aside for his declining years."

In other words, it is intended to convey the impression that the animals mentioned are much wiser in some things than we are, and probably this is true.

There is one item contained in the foregoing quotation which might raise a controversy, for naturalists have disputed as to whether a dog ever digs a bone up again after he has buried it. One theory being that he hides his food after he has eaten all he can contain, not with the view of future necessity, but from pure selfishness and a desire that no other dog shall come along and enjoy it, which is a modern illustration of the truth of Aesop's fable regarding the dog in the manger.

Man is one of the animals that is provident and looks to his future wants, but, as suggested by the public health service, if one worries too much in the present about his future necessities it is quite likely he will not live long enough to enjoy that which he has laid up for coming use.

There is no doubt that worrying can become a habit, and a very bad one at that.

IDAHO A BIG STATE.

To those of us who remember Idaho in our school geographies as a small pink block, shaped like an easy chair facing east, it may be of interest that this state, which in 1890 added the 45th star to the constellation of the flag, is nearly as large as Pennsylvania and Ohio combined and larger than the six New England states with Maryland included for good measure. It is divided into 33 counties, the smallest of which is as large as the state of Rhode Island and the largest greater than the combined area of Massachusetts and Delaware.

Idaho covers an area of 83,888 square miles, divided principally between the Rocky mountains region and the Columbia plateau, only a small part lying in the Great basin. In elevation above sea level the state ranges from 735 feet, at Lewiston, to 12,078 feet, at the summit of Hyndman peak. It is drained mainly to the Columbia through the Snake river and its tributaries and has an annual rainfall of about 17 inches, the range in a single year at different places being from 6 to 38 inches. The industries of the state are chiefly agriculture, stock raising and mining. Hay, wheat, oats and potatoes are the principal crops. A large area is cultivated by irrigation. The mineral production includes gold, silver, copper, lead and zinc.

The exchange of courtesies between President Wilson and the mikado of Japan when wireless service was installed between the two countries in the middle of November was timely and felicitous. It is to be hoped that the wish, mutually expressed that unbroken friendship and peace between the two powers may continue unbroken may be realized. There is no disguising the fact that in this country many have an uneasy feeling that Japan is simply biding her time to make trouble. Let us hope they are mistaken.

Will some friend kindly loan us an airship? We want to explore the clouds and see if we can locate the stopping place of the cost of living.

NEW POLICY NEEDED IN GOVERNMENT RAILWAY CONTROL

Helpfulness and Encouragement Urged by Alfred P. Thom.

CREDIT MUST BE IMPROVED

Increase of Transportation Facilities Necessary to Secure Relief From High Cost of Living May Thus Be Provided For by the Railroads.

Washington, Nov. 28.—A new policy of government railroad regulation, based on constructive principles of helpfulness and encouragement instead of upon principles of repression and punishment, was urged by Alfred P. Thom, counsel for the Railway Executives' Advisory Committee, the first witness on behalf of the railroads before the Newlands Joint Committee on Interstate Commerce, which has instituted a general inquiry into the problems of railroad regulation.

"It is proposed by the joint resolution of Congress," said Mr. Thom, "to go into a comprehensive study of the whole subject of transportation, to make a new assessment, after 29 years of experiment, of its history, its present conditions and its future needs. The railroads accept the view that regulation is a permanent and enduring part of government in America and that the first duty of the carriers is to the public. That duty is to afford reasonable facilities on reasonable terms and at reasonable rates, and this must be done before any private interests can be considered."

Certainty, Safety and Sufficiency.

Mr. Thom contended that the real interest of the public is in being assured of certainty, safety and sufficiency of transportation facilities, rather than in rates. The first consideration of the public is to obtain transportation facilities. What the cost is, is in reality a second consideration, he said.

Mr. Thom proposed an increase of transportation facilities as a method of securing relief from the high cost of living. "There have been less than 1,000 miles of new railroad constructed in the United States during the past year," he said, "less than in any year since 1848, except the period of the Civil War, and yet the cost of living is daily advancing owing to a shortage of supplies which might be remedied by securing access to new areas of production."

Credit Must Be Improved.

"This leads to the consideration as to whether railroad credit is as good as the public interest requires. It is impossible for railroads to earn enough to supply the necessary new facilities from current revenue. They must be provided from credit. Investors cannot be coerced, but must be attracted." Among the conditions affecting railroad credit which deter investors he mentioned the following:

"First, Railroad revenues are not controlled by investors, but are fixed and limited by governmental authority and not by one but by several governmental authorities, which do not recognize responsibility for assured results to investors and are uncoordinated."

"Second, Railroads cannot control and the government cannot and does not limit the expense account."

"Third, The present system of regulation is based on a policy of regulation and correction and not on a policy of helpfulness and encouragement."

"Fourth, The outstanding obligations of the railroads have already exceeded the financial rule of safety and involve a disproportionate amount of obligations bearing fixed charges."

"Fifth, The investor must accept a subordinate obligation or security with no assurance of a surplus of earnings to support it."

"Sixth, Other competitive lines of investment present superior attractions."

"Seventh, The railroad business is largely controlled by political instead of business considerations."

Look Forward, Not Back.

"We may debate about what has caused the present conditions," said Mr. Thom, "but we cannot debate about what the people need. The President has taken the view that we must look forward in this matter and make a fresh assessment of circumstances in order to deal helpfully and intelligently with the problem. Abuses are no more prevalent in the railroad business today than in any other business humanely conducted. The great question now is whether the existing system of regulation gives the public reliable assurance of sufficient present and future railroad facilities."

"Those who oppose any change must make their appeal on the ground that the present systems assure the public of the continued adequacy of transportation facilities. If they do not, no argument based on the desirability of the present dual system of regulation will be accepted by public judgment. The question of 'states' rights' is not involved. If the regulation of transportation facilities privately owned should fall government ownership must follow, and then all power of the states over the railroads would disappear."

"Let us debate this question, then, not upon any mere theory or jealousy as to the distribution of governmental power, but upon the large issue of what the public interest requires in respect of the assurance of adequate transportation service."

So Easy to Criticize.

It is easy to criticize one's neighbor who has made a failure in business, says an exchange, and so hard to give credit for the effect of the influences impelling him to disaster, over which he has no control, that our criticism of others is often very uncharitable. Men often say how good they would have been, or what they would have accomplished had they been in the other man's place.

They do not stop to ask why the fellow that was in the other shoes did not succeed. If they did they would often find the man who failed was entitled to credit for standing up so bravely under forces and burdens that might easily have overthrown his accusers.

Sometimes the man who fails is a greater hero than another who wins.

If you can't find anything good to say about your neighbor, then for goodness sake keep quiet.—Auburn (Cal.) Journal.

GOOD ROADS BETTER THAN RAILROADS.

Washington, Dec. 18.—The economic value of good roads was emphasized here at the annual convention of the American Civic association. Herbert Quick, of the federal farm loan board, explaining the relation between improved highways and farm land values, said an efficient system of country roads was cheaper and more valuable to the farmer than so-called tap line railroad spurs, which could not be constructed for less than \$75,000 a mile, and the cost of which must be paid by the communities they serve.

"Good roads have a vital effect on the value of farm land," said Mr. Quick. "If our board and country banks are to lend money on farms they must know the producing value of the mortgage element, and here is where the value of good roads becomes manifest."

A man recently lost \$40,000 through betting on a fake horse race. The two lessons he and other men should learn are: First, to make sure a race is genuine; and second, never to bet, especially on a horse race. The two most risky things to venture one's money upon are a horse race and a presidential election, as many a man knows to his sorrow these days.

Any man, capitalist or workingman, who says that the decision of a court is to be defied if it is contrary to the supposed interests of a movement, is an enemy to the country, because he spells "anarchy."

No, Villa isn't dead again. It's the other fellow, as usual.

MILEAGE BOOK EFFECTS SAVING.

An announcement of interest to that portion of the public which does considerable traveling every year, is made by Dan F. Senepcr, general passenger and ticket agent of the Short Line, who gives a new rating on mileage books for the coming year. A considerable saving is made on either books of 2000 miles, they are good for one year, and the purchasers get the benefit of the reduction in fare at the time the book is purchased. No rebate is to be obtained afterward, however, as in the case of the "T. C. scrip books."

The Short Line, in conjunction with the O. W. R. & N., has placed on sale two low rate mileage books available for purchase by the public in general, which reduce the rate of travel via these lines, and others, to a basis of 2½ cents per mile; a reduction of half a cent per mile from the standard mile rate and more than that on branch lines.

There are two books, described as follows:

Two thousand miles—\$50.00 (2½ cents per mile)—good between all local stations on the Oregon Short Line and O. W. R. & N. lines.

Two thousand miles—\$50.00 (2½ cents per mile)—good between local points on the Oregon Short Line, Pocatello and west, and on other railroads operating in the states of Idaho, Oregon and Washington.

This will effect a saving of not less than \$10.00 on every 2000 miles of travel, as well as being a great convenience to traveling men and others who travel extensively, because they obviate the necessity of being bothered with buying innumerable tickets between local points.

Another big Chicago mail order house has issued its balance sheet in which it shows the enormous trade it has done the past year. Meanwhile there is probably an increasing number of local merchants in every state who find it difficult to make both ends meet because the folks who should naturally trade with them fail to do so. That tells against the prosperity and growth of the small town.

Rockefeller has been squandering his money again. This time he gave a little girl thirty cents. Watch the price of oil.

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with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarth is a local disease, greatly influenced by constitutional conditions, and in order to cure it you must take an internal remedy. Hall's Catarth Medicine is taken internally and acts thru the blood on the mucous surfaces of the system. Hall's Catarth Medicine was prescribed by one of the best physicians in this country for years. It is composed of some of the best tonics known, combined with some of the best blood purifiers. The perfect combination of the ingredients in Hall's Catarth Medicine is what produces such wonderful results in catarth conditions. Send for testimonials free.

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It clears away the waste matter, dispels the inflammation and tones up the system. For forty-five years it has been used in catarrh by thousands of grateful sufferers, who willingly tell the world of their relief. Peruna's long history of helpfulness is the best evidence that it is what you should take.

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