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U. S. TAKES OVER ALL RAILROADS

President Wilson Assumes Control and Names McAdoo as Director General.

ACTION TO SPEED WAR WORK

Roads Will Be Operated by Present Officials but as One System—Congress to Be Asked to Guarantee Earnings.

Washington.—President Wilson has assumed control of the entire railway system of the country as a war measure. The railroads will be controlled and operated by the government under direction of William G. McAdoo, secretary of the treasury.

Mr. McAdoo's official title will be director general of railways.

In taking over the railways President Wilson has followed largely the plan adopted in England. The government will guarantee each road shall receive a net operating income equal to the average net income of the three years preceding June 30, 1917. The president in his proclamation further assures stockholders and bondholders in the railroads that their interest will be scrupulously protected.

All regular dividends hitherto declared will be paid and the maturing interest upon bonds and debentures will be guaranteed by the government.

Immediately upon reassembling of congress the president will ask for legislation providing definite guarantees upon these points and also providing that the railways shall be maintained "in as good repair and as complete equipment as when taken over by the government."

Facilities Taken Over by U. S.

Under the president's proclamation the following are taken under United States control:

All railroads, comprising 269,000 miles of lines, valued at \$17,000,000,000.

All coastwise, lake and river steamship lines.

All terminals, terminal companies and terminal associations.

The Pullman company's sleeping cars and parlor cars.

The packers' and other concerns' private car lines.

All railroad elevators and warehouses.

All railroads telegraph and telephone lines.

The president also will ask legislation enabling him to solve the labor problem of the roads.

The application for a wage increase averaging 40 per cent is now pending. The men have refused to accept compulsory arbitration while the roads were under private control.

This wage question, one of the most serious problems that confronts the government in operation of the roads, must be settled by Mr. McAdoo.

The president's proclamation states he will take possession of the railways through Newton D. Baker, secretary of war. This emphasizes his determination to run the roads strictly as a part of the military system.

War Department Can Handle Draft.

The fact that the railroads are under the war department will simplify the matter of drafting men for work, in case an extreme step should become necessary.

The president's advisers do not believe such measures will be needed. The brotherhoods have demonstrated their loyalty and are depended upon to adopt action now that will guarantee enthusiastic continued operation of the roads.

In selecting Mr. McAdoo for the most powerful place in the administration, the president is known to have been influenced by the fact that Mr. McAdoo has a thorough grasp not only of railway and government finance, but also of the world's financial situation. Furthermore, one of the president's advisers stated, he is a man who does things. He can cut through red tape. These two considerations pointed to the secretary of the treasury as the one to untie the transportation knot.

Power is Great.

The power placed in his hands is greater than any ever before given a single American other than a president.

He will take possession of every railroad and every system of transportation located wholly or in part within United States boundaries. Street railways alone are excepted. All steamship companies owned or controlled by railroads, will come under his control and operation.

The present officers of the roads will remain in their places, but can be removed, or changed, at any time, by order of the director general of railroads. His authority is paramount even to that of the interstate commerce commission, which hitherto has fixed

President Tells Why He Was Forced to Take Over the Railroads.

By WOODROW WILSON.

I have exercised the powers over the transportation systems of the country which were granted me by the act of congress of August, 1916, because it has become imperatively necessary for me to do so. This is a war of resources no less than of men, perhaps even more than of men, and it is necessary for the complete mobilization of our resources that the transportation system of the country should be organized and employed under a single authority and a simplified method of co-ordination which have not proved possible under private management and control.

The committee of railway executives who have been co-operating with the government in this all important matter have done the utmost that it was possible for them to do; have done it with patriotic zeal and with great ability; but there were difficulties that they could neither escape nor neutralize. Complete unity of administration in the present circumstances involves upon occasion and at many points a serious dilution of earnings, and the committee was, of course, without power or authority to rearrange charges or effect proper compensations and adjustments of earnings.

Several roads which were willingly and with admirable public spirit accepting the orders of the committee have already suffered from these circumstances and should not be required to suffer further. In mere fairness to them the full authority of the government must be substituted. The government itself will thereby gain an immense increase of efficiency in the conduct of the war and of the innumerable activities upon which its successful conduct depends.

The public interest must be first served, and in addition the financial interests of the government and the financial interests of the railroads must be brought under a common direction. The financial operations of the railways need not, then, interfere with the borrowings of the government, and they themselves can be conducted at a greater advantage.

Investors in railway securities may rest assured that their rights and interests will be as scrupulously looked after by the government as they could be by the directors of the several railway systems. Immediately upon the reassembling of congress I shall recommend that these definite guarantees be given: First, of course, that the railway properties will be maintained during the period of federal control in as good repair and as complete equipment as when taken over by the government; and, second, that the roads shall receive a net operating income equal in each case to the average net income of the three years preceding June 30, 1917; and I am entirely confident that the congress will be disposed in this case, as in others, to see that justice is done and full security assured to the owners and creditors of the great systems which the government must now use under its own direction or else suffer serious embarrassment.

The secretary of war and I are agreed that, all the circumstances being taken into consideration, the best results can be obtained under the immediate executive direction of William G. McAdoo, whose practical experience peculiarly fits him for the service and whose authority as secretary of the treasury will enable him to co-ordinate as no other man could the many financial interests which will be involved and which might, unless systematically directed, suffer very embarrassing entanglements.

The government of the United States is the only great government now engaged in the war which has not already assumed control of this sort. It was thought to be in the spirit of American institutions to attempt to do anything that was necessary through private management, and if zeal and ability and patriotic motive could have accomplished the necessary unification of administration it would certainly have been accomplished; but no zeal or ability could overcome insuperable obstacles, and I have deemed it my duty to recognize that fact in all candor, now that it is demonstrated, and to use without reserve the great authority reposed in me. A great national necessity dictated the action and I was therefore not at liberty to abstain from it.

MUST FILE RETURN

ALL SUBJECT TO INCOME TAX REQUIRED TO SUBMIT STATEMENTS BY MARCH 1.

HEAVY PENALTY FOR FAILURE

Returns Will Be Rigidly Checked and Assistance Given Taxpayers by Officials in Every County—Tips to Farmers.

Washington.—All good Americans who are making a fair living are now called upon to pay, in the way of an income tax, their share of the cost of the war. Whether or not he is subject to this tax is the question every man must settle at once. In a few words this is the answer: Every unmarried man whose net income is \$1,000 or more and every married man or head of a family whose income is \$2,000 or over must pay the tax. Before March 1, 1918, he must file his return with the collector of internal revenue in the district in which he lives or has his principal place of business.

The man who thinks to evade this tax is making a serious error. Revenue officials will be in every county to check returns. Failure to make a correct return within the time specified involves heavy penalties.

"Net income" means gross income less certain deductions provided for by the act. The law defines income as profit, gain, wages, salary, commissions, money or its equivalent from professions, vocations, commerce, trade, rents, sales and dealings in property, real and personal, and interest from investments except interest from government bonds, or state, municipal township or county bonds. Income from service as guardian, trustee or executor; from dividends, pensions, royalties, or patents, or oil and gas wells, coal land, etc., are taxable.

Normal Rate is 2 Per Cent.

The normal rate of tax is 2 per cent on net incomes above the amount of exemptions, which is \$2,000 in the case of a married person or head of a family and \$1,000 in the case of a single person. A married person or head of a family is allowed an additional exemption of \$200 for each dependant child if under eighteen years of age or incapable of self-support because defective. The taxpayer is considered to be the head of a family if he is actually supporting one or more persons closely connected with him by blood relationship or relationship by marriage, or if his duty to support such person is based on some moral or legal obligation.

Debts ascertained to be worthless and charged off within the year and taxes paid except income taxes and those assessed against local benefits are deductible. These and other points of the income tax section of the war revenue act will be fully explained by revenue officers who will visit every county in the United States between January 2 and March 1 to assist taxpayers in making out their returns.

Officers to Visit Every Locality.

Notice of their arrival in each locality will be given in advance through the press, banks and post offices. They will be supplied with income tax forms copies of which may be obtained also from collectors of internal revenue.

The bureau of internal revenue is seeking to impress upon persons subject to the tax the fact that failure to see this official in no way relieves them of the duty imposed by law to file their returns within the time specified.

The government is not required to seek the taxpayer. The taxpayer is required to seek the government.

The penalty for failure to make the return on time is a fine of not less than \$20 nor more than \$1,000, and in addition 50 per cent of the amount of the tax due. For making a false or fraudulent return, the penalty is a fine not to exceed \$2,000 or not exceeding one year's imprisonment, or both, in the discretion of the court, and in addition 100 per cent of the tax evaded.

As to the Farmers.

The number of farmers who will pay income taxes has not been estimated by the government officials, but it is certain they will form a large percentage of the 6,000,000 persons assessed who never before have paid an income tax. The average farmer does not keep books but if he avails himself of the services of government experts who will be sent to aid him, it will not be difficult for him to ascertain the amount of his net income.

The farmer is making out his return may deduct depreciation in the value of property and machinery used in the conduct of his farm, and loss by fire, storm or other casualty, or by theft if not covered by insurance. Expenses actually incurred in farm operation may be deducted, but not family or living expense. Produce raised on the farm and traded for groceries, wearing apparel, etc., is counted as living expenses and cannot be deducted.

Take the Short Route.

When you talk, observes an educator, whether in conversation or in meeting, use short words, of which there are more than there are of long ones, and take the most direct road to your meaning. Your meaning's the same.

Cook Makes Good Start.

"I see you have a new cook." "You are right." "Is she experienced?" "I surmise so. She started the first day by coming late, and then asking for the afternoon off."

ized in extremely unprofitable transportation in order that the transportation of war materials might be facilitated.

Need Fear No Losses.

Under government control no railroad will incur such losses. The railroads will not be interested in what class of traffic they handle, will not care whether it is profitable or unprofitable. If it is unprofitable the loss will be made good by the government, for the government assures the stockholders the return on their investment they enjoyed (on the annual average) for the three years ended June 30, 1917.

Under government control the railroads are to be assisted in obtaining the capital necessary to finance the vast extensions of trackage and terminals and the building of additional locomotives and cars made imperative by the demands of war.

May Get Loan Later.

The president says that under government control "the financial earnings of the railways need not then interfere with the borrowings of the government." Railroad investments are to be made attractive to investors by the government guarantee. Eventually a loan may be made by the government to the railroads.

It is said, however, in the selection of Mr. McAdoo for director general of railroads that there lies the greatest promise of government assistance to the railroads in financing their operations and extensions.

The president says that he will ask congress, immediately after the holidays, to enact legislation providing that the rail properties under government control shall be maintained in "as good repair and as complete equipment as when taken over" and that the roads shall receive a "net operating income equal in each case to the average net income of the three years preceding June 30, 1917."

Leaders in congress predict that the legislative branch will act without delay upon the president's recommendations.

Crosses Potato With Dahlia.

A. Hickman, an aged gardener of Eureka, Cal., has succeeded in crossing the Irish potato with the dahlia, the combination producing a species of potato which is believed to be far superior to that found ordinarily on the market. With the new potato one may have flowers for the decoration of his home and, when the plants have reached maturity, potatoes for his dinner.

Co-Operative Farming Profitable.

The citizens of Avon, Monmouth county, N. J., bought up at less than market prices a fine lot of potatoes, lima beans, hay and other products, grown on a 95-acre farm leased and cultivated by the borough to lower the cost of living. The borough treasury has netted a profit of about \$1,000 on the transaction.

Worth-While Quotations.

"I call it strange that a narrow mind is never deep."—Exchange.

Scenes of Prosperity Are Common in Western Canada

The thousands of U. S. farmers who have accepted Canada's generous offer to settle on homesteads or buy farm land in her provinces have been well repaid by bountiful crops of wheat and other grains.

Where you can buy good farm land at \$15 to \$30 per acre—get \$2 a bushel for wheat and raise 20 to 45 bushels to the acre you are bound to make money—that's what you can do in Western Canada.

In the provinces of Manitoba, Saskatchewan or Alberta you can get a

HOMESTEAD OF 160 ACRES FREE

and other land at very low prices.

During many years Canadian wheat fields have averaged 20 bushels to the acre—many yields as high as 45 bushels to the acre. Wonderful crops also of Oats, Barley, and Flax. Mixed Farming is as profitable an industry as grain raising. Good schools, churches, markets convenient, climate excellent. Write for literature and particulars as to reduced railway rates to Supt. of Immigration, Ottawa, Can., or to



160 ACRES FARMS IN WESTERN CANADA FREE

W. V. BENNETT
Room 4, Bee Bldg., Omaha, Neb.
Canadian Government Agent

Philadelphia municipal court heard 33,904 cases in last fiscal year.

Colds Cause Headache and Grip
LAXATIVE BRONCO QUININE removes the cause. There is only one "Bronco Quinine." W. W. GIBBY'S signature is on box. 50c.

Cleveland is urged to elevate street railways.

Always proud to show white clothes. Red Cross Ball Blue does make them white. All grocers. Adv.

An appropriate piece of flattery nips the wrinkle in the bud.

St. Paul is to entertain American Federation of Labor in 1918.

Best Way.
"How objects do pass from eye to eye."
"Yes; I suppose they do it on the bridge of the nose."

RELIABLE PRESCRIPTION FOR THE KIDNEYS

For many years druggists have watched with much interest the remarkable record maintained by Dr. Kilmer's Swamp-Root, the great kidney, liver and bladder medicine.

It is a physician's prescription. Swamp-Root is a strengthening medicine. It helps the kidneys, liver and bladder do the work nature intended they should do.

Swamp-Root has stood the test of years. It is sold by all druggists on its merit and it should help you. No other kidney medicine has so many friends.

Be sure to get Swamp-Root and start treatment at once. However, if you wish first to test this great preparation send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. When writing be sure and mention this paper.—Adv.

Opposite Result.
"He has such a low taste."
"What is it?"
"For high balls."

Catarrhal Deafness Cannot Be Cured by local applications as they cannot reach the diseased portion of the ear. There is only one way to cure Catarrhal Deafness, and that is by a constitutional remedy. HALL'S CATARRH MEDICINE acts through the Blood on the Mucous Surfaces of the System. Catarrhal Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result. Unless the inflammation can be reduced and this tube restored to its normal condition, hearing may be destroyed forever. Many cases of Deafness are caused by Catarrh, which is an inflamed condition of the Mucous Surfaces.

ONE HUNDRED DOLLARS for any case of Catarrhal Deafness that cannot be cured by HALL'S CATARRH MEDICINE.

All Druggists 75c. Circulars free. P. J. Cheney & Co., Toledo, Ohio.

Nothing New.
"The papers say that women are to be used as carriers for the mails."
"Well, why shouldn't they carry the mails? Haven't they long been transporting them?"

After the Marine is for Tired Eyes. Red Eyes—Sore Eyes—Inflamed Eyes—Granulated Eyelids—Blepharitis—Resolves. Marine is a Favorite Treatment for Eyes that feel dry and smart. Give your Eyes as much of your eye-linings as you need and with the same regularity as you give your skin. THE GREAT BUT NOT THE SOLD BY THE BEST. Sold at Drug and Optical Stores or by Mail. Ask Marine Eye Remedy Co., Chicago, for Free Book.

VALUE OF SENSE OF SMELL
Nose is Quick to Detect the Minute Odorous Particles—Four Tastes of Importance.

Since it is more important to be warned of danger than guided to delights our senses are made more sensitive to pain than pleasure. We can detect by the smell one two-millionths of a milligram of oil of roses or musk, but we can detect one two-billionth of a milligram of mescalpan,

and governed the traffic of the lines.

Working Out Plans for Months.

The plan now put into effect has been worked out by the president through a period of several months. Almost immediately after the United States entered the war it became evident the railroads, under private control, would not be able to stand the strain.

The railway heads were willing to do everything the government demanded, but had not the power to force one road to sacrifice its financial interests in behalf of the general good.

In formulating the plan he will present to congress the president studied the system adopted in England and consulted men experienced in the results of the system.

If the English plan is adopted in its entirety the government will order that government freight and officials engaged on government business be carried free. It then will pay out of public funds to each road a sufficient sum to bring that road's operating income up to the average of the three years preceding June 30, 1917.

McAdoo, while director general of railroads, will retain the office of secretary of the treasury, as the president has pointed out. McAdoo's authority as secretary of the treasury "will enable him to co-ordinate the many financial interests involved and which might, unless systematically directed, suffer very embarrassing entanglements."

The attempt of the railroads themselves to provide this single authority and simplified organization in the existing railroads war board and its special operating committee has proved a failure because of physical limitations, although the president pays high tribute to the ability and zeal of the five rail executives whose efforts have been devoted to the task.

Will Use War Board.

The organization effected by the railroads' war board will be the foundation upon which Director General McAdoo will build the structure of government control. It is not unlikely that some, if not all of the members of the war board, will be associated with Mr. McAdoo in administering the management of the unified lines.

In his statement the president refers to the defects of the system of unification attempted under private control. Several railroads have suffered financially and physically from carrying out the orders of the war board, which require them to be utilized

which is the vilest smelling compound that man has so far invented. If you do not know how much a milligram is, consider a drop picked up by the point of a needle and imagine that divided into two billion parts. Edwin E. Slosson writes in the New York Independent. Also try to estimate the weight of the odoriferous particles.

What we can't flavor or savor is a joint effect of taste and odor in which the latter predominates. There are only four tastes of importance, acid, alkaline, bitter and sweet.