

THE EVENING NEWS
BY B. W. BATES

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SATURDAY, DECEMBER 11, 1909.

In olden times the pugilists fought for the belt. Now it is the purse they are after.

Nobody has ever heard Santa Claus complain of insufficient wages or high prices for the things he is compelled to use. He may be a myth but he is no whiner.

Within a few days Secretary Ballinger has removed additional water power sites from entry, and the order includes locations in Oregon, Washington and Idaho along the Snake and Powder rivers. The withdrawal of these power sites is a correct policy. There is no reason in the methods heretofore employed in permitting corporations to acquire valuable water power sites and then dole out power to the public at exorbitant prices. These privileges belong to the public, and the people are commencing to realize that they may enjoy the benefits to be derived therefrom.

Along the line of what might be termed "intensified" dairying, Oregon dairymen will find history of a pure bred Holstein cow owned by the Missouri Agricultural College a most interesting study. Within a period of 12 months just ended, this cow produced 18,405 pounds of milk from which 727 pounds of butter were made. At the rate of 7 1/2 cents per quart, which is a fair average; the cow earned \$690 in the year. The cost of her feed was \$80, which leaves \$610 clear profit. In other words, it would require five ordinarily good cows to meet this record, and at \$80 per head for feed the net income would be reduced to \$290. Intelligent breeding will produce the same results right here in the beautiful valley of Umpqua. It pays to keep only the best.

Mr. J. R. Cahill, who has been sent to America by the labor department of the London Board of Trade to investigate in this country, is bewildered. He is in Chicago, which partially accounts for his state of mind. But in speaking before the City Club the other night, Mr. Cahill said: "I can't understand how we can buy bread in England for one-third the price you pay in Chicago, when you send us our wheat. You have to pay 5 cents for 14 ounces of bread, while we get a loaf weighing 64 ounces for 10 cents. Our four-pound loaf never costs more than 12 cents, and usually only 10 cents. I confess I can't understand it." Our English friends are notoriously slow, it is said, in seeing a point. In this case it happens to be the millers' combine. Such things are evidently not known in England.

SHIP LOAD OF PRUNES.
Oregon Product Going to Feed the World.

Four hundred tons of Oregon prunes destined for New York will leave Portland on the American-Hawaiian steamship Falcon, scheduled to sail from Portland to San Francisco where she will connect to another freighter of the same line, the early part of next week. It will be the largest shipment of prunes ever set afloat in that harbor. It would require a train of 10 of the largest fruit cars manufactured to transport this consignment across the continent to Gotham.

After reaching New York about one car of the prunes will be reshipped to London. Very little other freight for New York and Europe will go out on the Falcon. The steamer will make close connections at San Francisco with another freighter bound for Santa Cruz. By rail the prunes will be hurried across the States and placed aboard another steamship bound for New York. The fruit will not be in transit much more service as provided by the railroad than 30 days, which is as fully good lines in moving freight across the continent.

Once before the Falcon took out a shipment of 300 tons of prunes from Portland this season. On another occasion she left with 150 tons of the fruit. In fact, the bulk of the prune crop sent from here to distant markets has been handled by the Falcon. They are cured and packed in boxes, each containing an average of 28 pounds.

GOOD WORD FOR ROSEBURG.

Kansas City Gentleman Sorry He Left Douglas County.

Ottawa, Canada Journal: Ending a trip of 7,000 miles, Sol Snyder, of Mt. Carmel, Illinois, was in the city yesterday between trains. Mr. Snyder arrived here in the morning from Houston, Texas, and left in the afternoon for Kansas City. Seven weeks ago he left his home, traveling to the northwest territory. In Sumpter, Oregon, he visited a daughter, and in Roseburg he stayed for a short time with a son. In this place he met G. B. Hayes and his son, Verner, formerly of this city. "They are doing well in their new locations and making money," he said yesterday. As soon as I hit Ottawa I remembered that another son was in the Ottawa State Bank, and I immediately got interested in the town. Mr. Snyder swung around the big circle, traveling south along the Pacific coast and then coming around thru the southland to Houston. "It was a delightful trip," he said, when speaking of his journey. "I saw some of the most immense products that I ever did see. Among them was a bear that weighed 22 1/2 pounds; a 90 pound pumpkin, and a 72 pound squash. I myself weighed a potato that scaled at 72 ounces, while I saw peaches, six of which would fill a half gallon can. All of these I saw in Roseburg, Oregon. I have been kicking myself ever since I left, for leaving. But next April, if I live until then, I will be back there to stay for good."

(Mr. Hayes and son, Verner, mentioned in the foregoing article, are well known residents of Edenbowser.)

STOCK RATES FIXED.

Railroad Commission Will Require all State Roads to Adopt new Rate.

SALEM, Or., Dec. 10.—After investigations and deliberations that have extended back for a period of about 12 months, the railroad commission has issued an order requiring the railroad companies operating in Oregon to adopt a uniform contract for shipping live stock. A complete contract has been prepared by the railroad commission, which the railroad will hereafter be required to use, and which the commission contends is much more fair and reasonable than the ones now used.

The commission has found that both the railroad companies and the shippers have been disposed to be fair and have given the commission every assistance. The principal features of the new contract are as follows:

1. If the shipment is over more than one line, the contract will serve as a through bill of lading. Its provisions inuring to the benefit of and be binding upon all connecting carriers. This will do away with the present practice of requiring shippers to sign a new contract every time the shipment passes to a connecting carrier.
2. The carrier is held liable for loss or injury caused by its own negligence.
3. The carrier is not liable for loss or damage due to act of God, the public enemy, authority of law, or acts

DIAMOND RINGS

1. Shippers agree not to load a car if he finds defects which make it unsafe or unserviceable and agrees to notify agent and demand necessary repairs before loading.
2. Shipper agrees to load and unload his stock and to see that the shipment is accompanied by attendants to look after it. He must see the doors are fastened and kept fastened. The company is liable for loss or damage in loading or unloading only when same is caused by its own negligence.
3. If shipper neglects to send attendants and railroad employees act as attendants it is done at shipper's risk.
4. Shipper assumes risk of loss or injury to stock when caused by any of them being wild, unruly or weak, or from ill effect of being crowded in cars.
5. Shipper agrees to protect the carrier if his stock is infected with any disease.
6. Lien of carrier for freight charges is not affected by removal of stock from train or yards.
7. In event of loss or injury, the shipper agrees to notify agent of carrier before removing the stock.
8. It provides that all suits or action for the recovery of claims for loss or damage must be commenced within 60 days after the shipper has received notice that his claim is refused.
9. The valuations covering ordinary livestock have been fixed by the commission.
10. The following table shows these valuations compared with those that are now found on the S. P. company's contracts.

	S. P. Value	Com. Value
Each stallion or breeding jack.....	\$50.00	\$50.00
Each horse mule or ass.....	20.00	75.00
Each bull or beef steer.....	20.00	40.00
Each beef, milk cow.....	20.00	25.00
Each steer or range cow.....	10.00	25.00
Each calf.....	5.00	10.00
Each fat hog.....	5.00	12.50
Each stock or range hog or pig.....	1.00	7.50
Each fat or mutton sheep.....	2.00	4.00
Each range or stock sheep.....	1.00	2.00
Each goat.....	2.00	2.00

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All regular courses begin January 4th and end February 11th. Farmers' Week February 14th to 18th.

A cordial invitation extended to all interested. Good accommodations may be secured at reasonable rates. No age limit above 16 years. No entrance requirements. Prominent lecturers to be secured for special topics. The instructional force of the College numbers 100. Excellent equipment. A special feature is the Farmers' Week which come this year February 14th to 18th. Lectures, discussions, and a general reunion. For further information address Registrar, Oregon Agricultural College, Corvallis, Oregon. d-12-p

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