

Stayton Mail Votes Count

Most in the Premium

Piano Contest

One year subscription to the Mail--\$1.50	2000 votes
2 years subscription to the Mail--\$3.00	5000 votes
3 years subscription to the Mail--\$4.50	8000 votes
5 years subscription to the Mail--\$7.50	16,000 votes
10 years subscription to the Mail--\$15.00	40,000 votes
20 years subscription to the Mail--\$25.00	100,000 votes

Many Subscriptions to the Mail expire in January. Now is the time to do your soliciting. Get busy and get in the race by getting subscriptions for the Mail.

CONTEST CLOSES WEDNESDAY, FEB. 24

SEVEN BIG PRIZES HEADED BY A
\$300 PIANO

E. BLAIN A. M. HAMMER
THE BLAIN CLOTHING CO.
WE NEVER DISAPPOINT
EVERYTHING FOR MAN AND BOY
ALBANY, OREGON.

MATTHIEU'S BILLIARD HALL
CIGAR STORE and CONFECTIONERY
Is now located in the I. O. O. F. Bldg., and
You are assured of a quiet place to spend an
hour, and courteous treatment at all times
E. T. MATTHIEU

"WOOD-LARK"
TRADE MARK
SQUIRREL AND GOPHER POISON
QUICK, CERTAIN,
DEADLY.
READY FOR INSTANT USE
NEVER FAILS.
Destroys squirrels, gophers, prairie dogs, snags, rats. Apply early in Spring when the hungry pests awake from winter's sleep. Money back if it ever fails. "Wood-Lark" for 25 years has stood every test. It's crop insurance against rodent pests. If your dealer hasn't it, write us.
Clarke, Woodward Drug Co.
PORTLAND, OREGON.
For sale at Beauchamp's Drug Store

Subscribe For The Mail

EXECUTOR'S NOTICE

NOTICE IS HEREBY GIVEN, That the undersigned, Clark J. Seibel, has been duly appointed as executor of the estate and last will and testament of Nettie S. Seibel, deceased, by the County Court of Marion County, Oregon, and he has duly qualified as such executor.

Therefore, all persons having claims against said estate are hereby notified and required to present the same, duly verified, to the undersigned executor at his residence near Sublimity, Marion County, Oregon, within six months from the first publication of this notice in the Stayton Mail, said date being the 14th day of January, 1915.

Clark J. Seibel, Executor. Earl A. Nott, Attorney for Estate. 2-11x

COLLIER'S WEEKLY AND STAYTON MAIL

The management of The Mail has been waiting for a special price on Collier's Weekly, so that they could offer the same combination as last year viz: \$2.50 for Mail and Colliers, but no special offer has come, nor is there any chance at this date; so they have decided to make an offer of the two papers at a price of \$3.00.

Colliers regular price is \$2.50, and the Mail is \$1.00 making a total of \$3.50. If you want this wide-awake national weekly in conjunction with your home paper you can get it at an advance of \$1.50 over the price of the Mail. 3000 votes on the Contest goes with the Mail and 300 votes with Colliers. If you want this offer, send the money at once to the Mail office, as the time is limited. Those who have already paid for a year's subscription to the Mail in advance, can get Colliers for the additional \$1.50.

FOLK'S
REGON and WASHINGTON
Business Directory
A Directory of each City, Town and Village, giving descriptive sketch of each place, location, population, telegraph, shipping and banking points, also Classified Directory, compiled by business and profession.
F. J. FOLK & CO., SEATTLE



RATE INCREASE NECESSARY

FARMERS' UNION OFFICIALS THINK RAILROADS ARE ENTITLED TO MORE REVENUE.

Products of Plow and Farmer Who Lives at Home Should Be Exempt From Increase.

By Peter Radford, Lecturer National Farmers' Union.

The recent action of the Interstate Commerce Commission in granting an increase in freight rates in the eastern classification of territory; the application of the roads to state and interstate commissions for an increase in rates, and the utterances of President Wilson on the subject bring the farmers of this nation face to face with the problem of an increase in freight rates. It is the policy of the Farmers' Union to meet the issues affecting the welfare of the farmers squarely and we will do so in this instance.

The transportation facilities of the United States are inadequate to effectively meet the demands of commerce and particularly in the South and West additional railway mileage is needed to accommodate the movement of farm products. If in the wisdom of our Railroad Commissions an increase in freight rates is necessary to bring about an improvement in our transportation service, and an extension of our mileage, then an increase should be granted, and the farmer is willing to share such proportion of the increase as justly belongs to him, but we have some suggestions to make as to the manner in which this increase shall be levied.

Rates Follow Lines of Least Resistance.

The freight rates of the nation have been built up along lines of least resistance. The merchant, the manufacturer, the miner, the miller, the lumberman and the cattleman have had their traffic bureaus thoroughly organized and in many instances they have pursued the railroad without mercy and with the power of organized tonnage they have hammered the life out of the rates and with unrestrained greed they have eaten the vitals out of our transportation system and since we have had railroad commissions, these interests, with skill and cunning, are represented at every hearing in which their business is involved.

The farmer is seldom represented at rate hearings, as his organizations have never had the finances to employ counsel to develop his side of the case and, as a result, the products of the plow bear an unequal burden of the freight expense. A glance at the freight tariffs abundantly proves this assertion. Cotton, the leading agricultural product of the South, already bears the highest freight rate of any necessary commodity in commerce, and the rate on agricultural products as a whole is out of proportion with that of the products of the factory and the mine.

We offer no schedule of rates, but hope the commission will be able to give the railroad such an increase in rates as is necessary without levying a further toll upon the products of the plow. The instance seems to present an opportunity to the Railroad Commissions to equalize the rates as between agricultural and other classes of freight without disturbing the rates on staple farm products.

What is a Fair Rate?

We do not know what constitutes a basis for rate making and have never heard of anyone who did claim to know much about it, but if the prosperity of the farm is a factor to be considered and the railroad commission concludes that an increase in rates is necessary, we would prefer that it come to us through articles of consignment on their journey from the factory to the farm. We would, for example, prefer that the rate on hogs remain as at present and the rate on meat bear the increase, for any farmer can then avoid the burden by raising his own meat, and a farmer who will not try to raise his own meat ought to be penalized. We think the rate on coal and brick can much better bear an increase than the rate on cotton and flour. We would prefer that the rate on plows remain the same, and machinery, pianos and such articles as the poorer farmer cannot hope to possess bear the burden of increase.

The increase in rates should be so arranged that the farmer who lives at home will bear no part of the burden, but let the farmer who boards in other states and countries and who feeds his stock in foreign lands, pay the price of his folly.

PAYROLL OF CIVILIZATION MET BY FARMER

WANTS NO "DEADHEADS" ON LIST OF EMPLOYEES.

A CALL UPON THE LAW MAKERS TO PREVENT USELESS TAX UPON AGRICULTURE.

By Peter Radford

Lecturer National Farmers' Union
The farmer is the paymaster of industry and as such he must meet the nation's payroll. When industry pays its bill it must make a sight draft upon agriculture for the amount, which the farmer is compelled to honor without protest. This check drawn upon agriculture may travel to and fro over the highways of commerce; may build cities; girdle the globe with bands of steel; may search hidden treasures in the earth or traverse the skies, but in the end it will rest upon the soil. No dollar will remain suspended in midair; it is as certain to seek the earth's surface as an apple that falls from a tree.

When a farmer buys a plow he pays the man who mined the metal, the woodman who felled the tree, the manufacturer who assembled the raw material and shaped it into an article of usefulness, the railroad that transported it and the dealer who sold him the goods. He pays the wages of labor and capital employed in the transaction as well as pays for the tools, machinery, buildings, etc., used in the construction of the commodity and the same applies to all articles of use and diet of himself and those engaged in the subsidiary lines of industry.

There is no payroll in civilization that does not rest upon the back of the farmer. He must pay the bills—all of them.

The total value of the nation's annual agricultural products is around \$12,000,000,000, and it is safe to estimate that 95 cents on every dollar goes to meeting the expenses of subsidiary industries. The farmer does not work more than thirty minutes per day for himself; the remaining thirteen hours of the day's toll he devotes to meeting the payroll of the hired hands of agriculture, such as the manufacturer, railroad, commercial and other servants.

The Farmer's Payroll and How He Meets It.

The annual payroll of agriculture approximates \$12,000,000,000. A portion of the amount is shifted to foreign countries in exports, but the total payroll of industries working for the farmer divides substantially as follows: Railroads, \$1,252,000,000; manufacturers, \$4,365,000,000; mining, \$655,000,000; banks, \$200,000,000; mercantile \$3,500,000,000, and a heavy miscellaneous payroll constitutes the remainder.

It takes the corn crop, the most valuable in agriculture, which sold last year for \$1,692,000,000, to pay off the employees of the railroads; the money derived from our annual sales of livestock of approximately \$2,000,000,000, the yearly cotton crop, valued at \$320,000,000; the wheat crop, which is worth \$610,000,000, and the oat crop, that is worth \$440,000,000, are required to meet the annual payroll of the manufacturers. The money derived from the remaining staple crops is used in meeting the payroll of the bankers, merchants, etc. After these obligations are paid, the farmer has only a few bunches of vegetables, some fruit and poultry which he can sell and call the proceeds his own.

When the farmer pays off his help he has very little left and to meet these tremendous payrolls he has been forced to mortgage homes, work women in the field and increase the hours of his labor. We are, therefore, compelled to call upon all industries dependent upon the farmers for subsistence to retrench in their expenditures and to cut off all unnecessary expenses. This course is absolutely necessary in order to avoid a reduction in wages, and we want, if possible, to retain the present wage scale paid railroad and all other industrial employees.

We will devote this article to a discussion of unnecessary expenses and whether required by law or permitted by the managements of the concerns, is wholly immaterial. We want all waste labor and extravagance, of whatever character, cut out. We will mention the full crew bill as

illustrating the character of unnecessary expenses to which we refer.

Union Opposes "Full Crew" Bill.

The Texas Farmers' Union registered its opposition to this character of legislation at the last annual meeting held in Fort Worth, Tex., August 4, 1914, by resolution, which we quote, as follows:

"The matter of prime importance to the farmers of this state is an adequate and efficient marketing system; and we recognize that such a system is impossible without adequate railroad facilities, embracing the greatest amount of service at the least possible cost. We further recognize that the farmers and producers in the end pay approximately 95 per cent of the expenses of operating the railroads, and it is therefore to the interest of the producers that the expenses of the common carriers be as small as is possible, consistent with good service and safety. We, therefore, call upon our law-makers, courts and juries to bear the foregoing facts in mind when dealing with the common carriers of this state, and we do especially reaffirm the declarations of the last annual convention of our State Union, opposing the passage of the so-called 'full-crew' bill before the thirty-third legislature of Texas."

The farmers of Missouri in the last election, by an overwhelming majority, swept this law off the statute book of that state, and it should come off of all statute books where it appears and no legislature of this nation should pass such a law or similar legislation which requires unnecessary expenditures.

The same rule applies to all regulatory measures which increase the expenses of industry without giving corresponding benefits to the public. There is oftentimes a body of men assembled at legislatures—and they have a right to be there—who, in their zeal for rendering their fellow-associates a service, sometimes favor an increase in the expenses of industry without due regard for the man who bow their backs to the summer's sun to meet the payroll, but these committees, while making a record for themselves, rub the skin off the shoulders of the farmer by urging the legislature to lay another burden upon his heavy load and under the lash of "be it enacted" goad him on to pull and surge at the traces of civilization, no matter how he may sweat, foam and gall at the task. When legislatures "cut a melon" for labor they hand the farmer a lemon.

The farmers of the United States are not financially able to carry "dead heads" on their payrolls. Our own hired hands are not paid unless we have something for them to do and we are not willing to carry the hired help of dependent industries unless there is work for them. We must therefore insist upon the most rigid economy.

Legislative House-Cleaning Needed.

While the war is on and there is a hull in business, we want all legislative bodies to take an inventory of the statute books and wipe off all extravagant and useless laws. A good house-cleaning is needed and economies can be instituted here and there that will patch the clothes of indigent children, rest tired mothers and lift mortgages from despondent homes. Unnecessary workmen taken off and useless expenses chopped down all along the line will add to the prosperity of the farmer and encourage him in his mighty effort to feed and clothe the world.

If any of these industries have surplus employes we can use them on the farm. We have no regular schedule of wages, but we pay good farm hands on an average of \$1.50 per day of thirteen hours when they board themselves; work usually runs about nine months of the year and the three months dead time, they can do the chores for their board. If they prefer to farm on their own account, there are more than 14,000,000,000 acres of idle land on the earth's surface awaiting the magic touch of the plow. The compensation is easily obtainable from Federal Agricultural Department statistics. The total average annual sales of a farm in the continental United States amounts to \$516.00; the cost of operation is \$340.00; leaving the farmer \$176 per annum to live on and educate his family.

There is no occasion for the legislatures making a position for surplus employes of industry. Let them come "back to the soil" and share with us the prosperity of the farm.

When honesty is merely a good policy it is a poor virtue.

Lazy farmers are just as useless as dead ones and take up more room.

When the soul communes with the spirit of nature the back to the farm movement prevails.

There are two kinds of farmers. One tries to take all the advice he hears and the other won't take any at all.

BIG CAR

For Sale at Brown's Garage. An 8-pass, 60 h.p. Thomas, good as new, just overhauled except tires and paint, will remodel into truck if wanted. Call in and see it. C. E. Brown.

Old Newspapers--
Big bundle for 10c at the Mail office.

BUY A HOME

Are you thinking of moving to town? If so you had better investigate this at once. A good 7-room house, well finished except upstairs which only needs cloth and paper, one of the best wells in the city, pump in kitchen, fireplace in living-room, on corner, one-quarter block 100x100, a fine location, and good neighborhood. \$1200, terms. Call at Mail office for owner's name. U.