



Scene from the Musical Play "Tillie's Nightmare" at Heilig Theatre

The famous jolly Mary Dressler and her company of 97 people will be the attraction at the Heilig Theatre, 7th and Taylor street, for six nights beginning Monday, April 10. Matinee Wednesday and Saturday.

VITAL PROBLEMS

Vast Shrinkage in Farm Profits From Prices Consumers Pay.

There is no more vitally important problem before the public today than that of a proper adjustment of the cost of raising farm produce, shipping it to the market and placing it in the consumer's possession. On these three items of expense to the consumer (for he pays them all) depends the present high cost of living very largely. It is not a shortage in supply, but it is the expense of getting the products of the farm over the railroads and through the middlemen's hands to the man who buys and consumes them. There is no more profitable theme for grange discussion than this, and the grange must help to solve the problem. This it can do by awakening the farmers to an intelligent conception of the subject and to the positive necessity of their selling their produce to the largest extent possible direct to the consumer and thus eliminating, so far as may be, the middlemen's profits.

were present, and the middlemen were also heard.

The Farmers and the Railroads.

Briefs for the railroads were held by industrial agents of the Delaware and Hudson and the Erie roads, one of whom declared that "if the State Agricultural Society of New York is seeking the real culprit and enemy of the farmer it must look to the great number and variety of middlemen who reap such great profits." There was a disposition on the part of the railroad men to blame the middlemen for all the wrongs existing between producer and consumer. They disclaimed any injustice to the farmer and believed that, as a rule, the freight rates on farm produce had been fair to the farmer and further said that if railroads carried the products free it would not alter the selling price to the consumer. It is the middlemen who are crying "Stop thief!" to the farmer, said they.

Some rather interesting facts were given about railroad rates by S. J. Lowell of Fredonia, lecturer of the state grange, and they didn't agree very well with some of the statements made by the railroad gentlemen. Mr. Lowell remarked that he was a grape grower and shipper from the famous Chautauqua grape belt; that in 1909 the grape crop from that section brought \$2,955,467, out of which must be deducted for freight the sum of \$620,000, or 21 per cent of the gross receipts. The minimum freight rate to Pittsburg was 18 cents per 100 pounds, to Chicago 30 cents and to Seattle \$1.87 1/2. Thus it cost in freight and refrigeration \$33.20 per car load of twelve tons to Pittsburg, \$87 to Chicago, and \$480 to Seattle. The

schedule time of transportation between Chautauqua county and Chicago was seventy-two hours, but the actual average time was ninety-six hours, the longest being 108 hours. The fastest time made per hour was seven miles, the slowest three miles, and the average was five and one-third miles per hour. Mr. Lowell believed that it would be hard to convince Chautauqua grape growers that an advance in freight rates was justifiable.

Assemblyman Boshart made the further statement that from data recently obtained it appears that in 1910 the railroads carried into New York 14,500,000 forty quart cans of liquid milk and 700,000 cans of cream and condensed milk and that the daily average was 53,000 cans of fluid milk. He also found that the average price per can for freight was 25 cents over five of the railroads, on which basis it was easy to compute that the freight earnings were \$12,000 per day. Mr. Boshart did not believe that milk is now being sold at a profit in this state, all things considered. The railroads and middlemen are getting the difference between what the farmer receives—perhaps 4 cents—and the 9 cents for which it retails.

Farmers and Consumers' Prices.

Discussing the same general question, George K. Holmes of the bureau of statistics, department of agriculture, Washington, said that he had reached the conclusion that many farm products are sold by farmers at prices which are not far from one-half of the prices paid by consumers. He said: "I have made investigations embracing fruits, potatoes and poultry and dairy products, and in the general average for all of these commodities the conclusion is that the farmer receives only 43 per cent

of what the consumer pays—43 per cent of the retailer's price. After the products are delivered by the farmer at the shipping station they are to be carried by the road and carried to their destination. ascertain what the railroads charge for this service in the case of the large groups of commodities that I have mentioned and for all distances, long and short, is impossible with accuracy. I have devoted considerable time to arrive at a conclusion and have had the benefit of the records of the interstate commerce commission. The result of my endeavors is that for the great classes of commodities embraced in the descriptions of potatoes, fruits and poultry and dairy products the general average cost for freight transportation from the farmer's shipping point to the consumer's market is about 7 per cent of the price paid by the consumer to the retailer. We now stand where we can determine approximately the fraction of the consumer's price that goes to the middlemen in the case of these great groups of products. The farmer receives 33 per cent of the retail price, the railroad gets 7 per cent, and the farmer and railroad together get 40 per cent, so that the remaining 60 per cent goes to the middlemen. For every dollar that the consumer pays to a retailer in the general average for his potatoes, fruits and poultry and dairy products the farmer receives 33 cents, the railroad 7 cents and the middlemen 20 cents. I know of no stronger indictment than this of the costliness and of the economic waste of our distributive system under which farm products are taken from the farm and delivered to the consumer.

The railroad generally speaking, adds a percentage of increase to the farmer's prices that is not large. After delivery by the railroad the products are stored a short time, are measured into various retail quantities more or less small, and the dealers are rid of them as soon as possible. The dealers have risks that are practically not even credited to them, and such risks as grow out of their trying to do an amount of business which is too small for their number. A small business needs to charge high rates of profit. In the transfer of vegetables from farm to consumer it was found impossible to arrive at a satisfactory railroad charge for transportation, but the fraction of the consumer's price paid for freight is received by the farmer can be determined. This is about 36 per cent. In other words, for every dollar that the consumer pays for the produce that are transported by rail the producer receives about 36 cents.

The Railroads' Case.

The railroads' side of the question was presented at this meeting by the industrial agents of two railroad companies operating in New York state, the Erie and Delaware and Hudson. The representative of the latter after calling attention to the fact that farmers received during 1909 the vast sum of \$250,000,000 for eggs, meat, potatoes, milk, etc., sold in New York city alone said that the cost to consumers was about 91 per cent more than the amount received by the farmers and that the railroad took 14 per cent while the balance, or 85 per cent, went to the middlemen.

Some Recommendations.

Summarizing the conclusions of the convention, its committee on marketing and transportation submitted the following report and recommendations: Your committee on marketing, transportation and grievances offers the following report: We believe the greatest discouragement to farmers today is the fact that they get only between 20 and 30 per cent of the consumer's dollar for their produce. A system has been built up and perfected, backed by large capital, whereby nearly before his produce reaches the market through commission merchants, who dispose of the produce to jobbers, speculators and cold storage men. They do not consider the farmer as a producer, but as a retailer to the dealer or consumer. The result is that three or more classes of dealers take a profit out of the farmer before his produce reaches the ultimate consumer. This system is strongly entrenched and will fight hard to defeat any legislation which will permit the producer to come into closer relations with the consumer, or which will establish general and effective supervision over their business.

We make the following recommendations: First.—That a law be passed amending the general agricultural law, authorizing and directing the state commissioner of agriculture to collect and disseminate to residents of this state all information possible relative to agriculture, agricultural labor and the markets for agricultural products; that the agricultural law be amended so as to require all persons, firms or corporations in this state receiving farm produce of any kind for sale on commission to keep a correct record of the amount and kinds of such produce received and of the sales thereof and the prices received therefor, together with the dates of the receipt, sale and the names and addresses of the shipper and purchaser, and that such record shall be open to the inspection of the shipper or consignee of such goods and to the commissioner of agriculture or his duly authorized representative.

Second.—That a law be passed requiring all persons, firms or corporations receiving farm produce within this state for sale on commission to take out a license from the proper state officer or department and to give adequate bonds of surety and fidelity.

Third.—That a law be passed authorizing and requiring the commissioner of agriculture to have general supervision of agriculture to keep a correct record of all sales of farm produce within this state and to investigate complaints of shippers or consignors within this state regarding the sale or transportation of farm produce and to provide for compelling the attendance of witnesses, taking testimony under oath and for collecting evidence in any matter relating to the transportation or sale of farm produce.

Fourth.—That a system be organized by which producers and consumers may be brought into closer business relations. This work could well be undertaken by the grange, so that every community through its local grange could sell the farm produce of that community directly to the retail dealer. This would require selling agents in every market town or city to canvass the retail trade and take orders every day to be transmitted at once directly or in the large cities through a general office to the various localities where the orders could be filled and shipped direct to the retail dealers. Each selling agent would act as collector for all produce he sold. In large cities each selling agent would cover a specified district and would be governed by instructions from a general office and report thereto. The local granges or other organizations would receive orders and see that they were properly filled and would keep the selling agents or general offices in the towns and cities advised of the kind and quantity of produce to be shipped and would exercise general supervision over grading and packing.

Fifth.—That the New York State Agricultural society should urge the enactment of a law establishing a general parity to the end that the farmers of this state might transport their produce cheaply much of their produce directly to the consumers, thereby greatly lessening the cost of living in cities and towns and at the same time giving more adequate returns to the producers.

Marie Dressler at the Heilig.

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- WANTED—Girl to do housework. First class wages. Apply to Mrs. Don Meldrum, 1114 Washington street.
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- FOR SALE—One ton of good timothy hay. Inquire a Courier office.
- WANTED—Cosmopolitan Magazine requires the services of a representative in Oregon City to look after subscription renewals and to extend circulation by special methods which have proved unusually successful. Salary and commission. Previous experience desirable but not essential. Whole time or spare time. Address, with references, H. C. Campbell, Cosmopolitan Magazine, 315 Fourth Ave., New York City.
- FOR SALE—Choice Denver onion seed. Took prize at state fair. Best keeper known. Gold medal at Lewis & Clark fair. J. Beckman, Clackamas, Oregon.
- FOR SALE CHEAP—Two small work horses. One pony. J. O. Staats, sheriff's office.
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- BOYS! GIRLS! FREE COLUMBIA BICYCLES for a little easy spare time work for Hampton's Magazine. Send postal for wonderful free bicycle offer. Address "Bicycle Club," Room 538, 66 West 35th St., New York.
- RHODE ISLAND RED Setting Eggs for sale at \$1.50 per dozen. Inquire at Courier office.
- BIG MONEY—We want an agent in every town; salary and commission; references required; for full particulars address subscription department, National Sportsman, Inc., 75 Federal St., Boston, Mass.
- EGGS FOR SETTING.—Anyone desiring setting of eggs of following breed chickens, White Minorcas, White Leghorns, Rhode Island Reds, Houdans, full blooded fowls, can secure same by leaving order at the Courier office. Price \$1.50 per setting.
- FOR SALE—Pekin duck eggs, \$7.5 a dozen. Jones and Imel, Oregon City, R. F. D. No. 2. Leave orders at A. B. Buckles' grocery store.
- FOR SALE—1 1/2 acres of land on the Concord road on electric car line, near Brownell residence. A large stone house, full stone basement and stone story. Well water. Barn, story and half, 13x30, place fenced with chicken wire, 25 fruit trees, two rows of black raspberries 150 feet long, one row of red raspberries 150 feet long, one row of loganberries, 150 feet long, one row of blackberries 150 feet long, six rows grapes 150 feet long, also a row of Perfection currants and one row of gooseberries. Price \$3,600. Sent fare from Portland, 8 cent fare from Oregon City. Address Courier office, Oregon City, Ore.

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Notice of Final Settlement
In the County Court of the State of Oregon for the County of Clackamas.

In the Matter of the Estate of Henry M. Bogges, Deceased.
Notice is hereby given that the undersigned Administrator of the estate of Henry M. Bogges, deceased, has filed his final report in the above named estate, and asked for his discharge as such administrator and the said County Court has set Monday, April 24th, A. D., 1911, at 10 o'clock A. M. of said day for the hearing of objections, if any there be to said final report and for the settlement of said estate. Any and all persons having objections thereto are hereby notified to file the same in said court on or before said date.

Dated, March 17th, A. D., 1911.
W. W. JESSE,
Administrator of Aforesaid Estate.
C. H. DYE, Attorney for Estate.

Summons
In the Circuit Court of the State of Oregon for the County of Clackamas.
Mary B. Skirvin, Plaintiff
vs.
Harvey E. Skirvin, Defendant.
To Mary E. Skirvin, said defendant: You are hereby required to appear and answer the complaint filed against you in the above entitled suit on or before May 5th, 1911, and if you fail to answer, for want thereof the plaintiff will apply to the Court for the relief demanded in said complaint.

This summons is published by order of the Hon. J. U. Campbell, Judge of the said Circuit Court, by order made and dated March 17th, 1911, the first publication being March 24th, 1911.
C. D. & D. C. LATOURETTE,
Attorneys for Plaintiff.

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