

EXCELLENT PAPERS INTEREST WOOL MEN

(Continued From Page One.)

Senator Warren for the telegram, which follows:

Warren's Telegram.

"Regretting exceedingly that public business here prevents us from participating in the labors and pleasures of your meeting, I beg you to accept my kindest regards for the association and all its members. Happy New Year and all good wishes for wise, harmonious and fruitful consideration of matters pertaining to the wool industry and your deliberations at the Portland meeting. Notwithstanding the past hard winter, the following dry summer and an exasperating wool market, we should not lose heart nor courage nor cease our efforts for future successes in the business nor our efforts for a protection of our industry. With twice as much wool imported as we have had in 1909 and the constant attacks on schedule K, we have had a long, tedious season with uninteresting and unprofitable market, but if my judgment and power of prophecy are not wholly wrong, our wool market will strengthen with the new year. With a united front, against foreign invasion of our markets and against repeal of our protective laws, we shall win in spite of yellow and muckraking papers and periodicals and against what is still worse, the vicious attacks of doctrinaires who know little or nothing of schedule K, and still less about the expense and risks connected with the woolgrowing industry. Earnestly desiring to cooperate and to have the benefit of the native judgment of our old, honorable, able and battle-stained National Woolgrowers' association."

Chief Forester H. L. Graves stated in a telegram that the forest service was eager and ready to cooperate with the sheepmen in every way whereby better results for all interests may be obtained.

Discussing conditions of the sheep and wool men, it was brought out this morning that all the grower actually gets for the wool that enters into a suit of clothes for which the tailor charges \$45, is about \$1.50. Without a protective tariff the grower would get but 86 cents.

The figure quoted yesterday by Dr. J. M. Wilson, \$3.25, when he referred to the cost of the suit that he wears at the convention, included not only the cost of the wool, but also the cost of manufacturing it into cloth, pay for the spinner, the weaver and the dyer, and even for the transportation. In other words, under existing values of protected wool the grower's share in a \$85 suit is but \$1.68.

This afternoon papers will be read by Sam Ballantyne of Boise, secretary of the Idaho Woolgrowers' association; James E. Cosgriff of Chicago, president of the National Wool Warehouse & Storage Co.; U. S. Grant of Dallas, Or., president of the National Mohair Growers' association; J. A. Deifel of Wolton, Wyo., western vice president of the National Woolgrowers' association, and C. E. S. Wood of Portland.

MAN'S INHUMANITY TO STOCK COSTS HIM MILLIONS EACH YEAR

"Millions of dollars are wasted annually in the United States through inhumanity to domestic animals," said Dr. William O. Stillman, Albany, N. Y., president of the American Humane association, in his address to the national woolgrowers' convention at the Armory this morning. "This is susceptible of irrefutable proof. The average working life of a horse is about half what it should be if he were given the proper care which he should receive. As the

average running time of 1.9 miles per hour for a haul of 198.5 miles was made, while in other cases the average number of miles per hour varied from the neighborhood of four to five or six miles.

A most annoying feature of the situation has in many sections been car shortage, and this has been a very important matter. Another has been poor schedules in picking up stock cars from small stations and on small feedings. Many roads have overloaded their engines so that a reasonable rate of speed could not be kept up. All these factors have entered into the question involved in violation of the 28 hour law and in the infliction of revolting cruelty on livestock and great loss for owners and shippers.

"An amended bill, calculated to meet the objections, that were considered fair, and make a thoroughly practical and just law, was introduced in the house of representatives on June 23, 1910, by Mr. Wagner, of Pennsylvania. Since the introduction of this bill indisputable evidence has been procured from various sources which will conclusively prove the contentions of the stockmen and humane representatives. It is our intention to present a bill for passage and we earnestly invite your examination of the whole subject and your cooperation in securing fair treatment for stock shippers and humane treatment of stock shipped."

Old Law Not Observed.

"In 1873 the first federal livestock transportation law was passed. It was found that the majority of the railroads paid absolutely no attention to the length of time that livestock was confined to the cars without food, water and rest. Not infrequently livestock owners or shippers brought suit against railroads for the loss of the major part of their stock which had perished from starvation on the cars. This United States stock transportation law, commonly known as the '28 hour law,' remained practically a dead letter up to about 1905. The enforcement of the law was in the hands of the secretary of agriculture, and Secretaries Rush and Morton met with every discouragement when they undertook to enforce a compliance with the reasonable requirements of the act. About the time mentioned Secretary Wilson, who had been vigorously urged by the American Humane association, undertook to seriously enforce the '28 hour law.' George P. McCabe, solicitor of the department of agriculture, in a letter bearing date of June 4, 1908, which letter was addressed to the secretary of the National Woolgrowers' association, stated, referring to the operation of the old law, that 'After evidence of 2000 violations of the law had been secured, the railroads agreed to confess judgment in a small number of cases, with the understanding that, pending a strict compliance with the act, the remaining cases would be held in abeyance. The roads, however, broke their agreement and continued to confine stock in transit in excess of 28 hours in open violation of the statute.'

"After a long and bitter fight in congress, during the winter and spring of 1906, an amendment to the 28 hour law came into force on June 30, 1906.

New Law Violated.
"The practical working out of this new law has been notoriously bad. In a year and a half after the passage of the law the department of agriculture reported over 1200 violations of the same by the railroads that had been transmitted to the attorney general for prosecution. Over 250 cases had been tried during this time and penalties fixed. An analysis of cases prosecuted or pending showed that stock had been confined without water, rest and feed, in numerous cases from 42 hours to 58 hours, and even as long as 72 hours. Clearly the 28 hour law has not been obeyed and you as practical shippers realize in common with large numbers of others engaged in the business that your interests have been ruthlessly sacrificed by the railroads.

Stock Trains Move Slowly.
"An analysis of 80 cases of violation of the act showed that an average speed for stock trains of but 9.4 miles per hour had been maintained. On one road

D. O. LIVELY TELLS GROWERS PORTLAND IS LEADING MARKET

D. O. Lively, manager of the Union stockyards of Portland, talked on the house of sheep, hogs and cattle to the delegates, as follows:

"Marketing stock is an enterprise in itself. It does not partake of the characteristics which apply to the sale of other products. Unlike other products, it is not capable of being stored in bins, units, or small lots, to any station through which a railroad runs. What I may say relative to the marketing of livestock takes into consideration the fact that the wool industry and the meat industry are separate items of commerce, and while this is a convention of woolgrowers, you are directly interested in the matter of marketing your animals.

"Agriculture, as a science, is so broad and extends through so many lines of endeavor, that special attention must be given to what is best adapted for certain sections. It has been demonstrated by actual figures that the sale of live animals off the farm is the greatest source of income for farmers of the United States. Next after this comes corn, with the dairy industry, cotton, wheat and wool in relative proportions. In the central part of the country, where agriculture has been reduced to an industry, the farmer is a business of great profit, the business of fattening cattle, hogs and sheep and shipping them to the central markets occupies the attention of all of the inhabitants of the rural communities, and the section which raises the most car lots of hogs and fat cattle is the most prosperous.

Wealth in Stock.

"The wealth of the farmers of Illinois, Iowa, Nebraska, Kansas, Wisconsin and Minnesota lies in the production and preparation of meat animals, and Iowa, which leads in the production of livestock, shows the greatest agricultural per capita wealth. In certain special locations in the various states, and especially in the Pacific northwest, the cultivation and production of fruit has become profitable. But taking the business as a whole, as applied to any state, prosperity is measured by the carloads of livestock that are shipped to the nearest central market. One of the economic reasons for this condition is that the producer of grain or fruit markets the results of his year's effort within a few weeks, and in consequence of this market manipulation is made possible, evidence of which can be seen in the various attempts to control the wheat market and the special prices that are made to apply to the grains and to cotton.

"The marketing of livestock is possible every business day in the year, and the farmer who converts his grain and grass into fat cattle and hogs can take advantage of the season and hold for the demand to a better financial result than the man whose fruit and grain must be converted into money with which to pay the operating expenses. Livestock, therefore, on feed seldom gets to a point where it is not improved by holding, while fruit and grain does not enhance intrinsically in bin or warehouse.

Market Next Question.
"Given these facts, the next question of importance is market. Because of the utilization of the by-products livestock can be sold at a better price at large centers, around which are built the factories which turn the raw product into the many articles of commerce. In addition to the meat that is sold over the butcher's block, such centers must have wide distributive facilities and must be surrounded by territory from which the raw material can be drawn in the shape of fattened meat animals; there must be a big population within a reasonable distance to consume the meat and provisions, and there must be markets within a reasonable distance for the great number of by-products that are a part of the output of the modern packing house.

"In the United States there are about 12 of these central markets. Chicago, St. Louis, Kansas City, Omaha, St. Joseph, Fort Worth, Sioux City, Denver, St. Paul, Buffalo, Indianapolis and Portland are such centers, and around the stock yards established at these points there have been built up packing houses and other manufacturing enterprises incident to the meat industry.

Conditions Here.

"In establishing a livestock market center in Portland the conditions cited were found to exist. A magnificent area of livestock possibilities lies east and northeast and southeast from Portland and the rapidly increasing population of the Pacific northwest and the great consuming ability of Alaska and the west coast of Central America and South America and of the Orient are among the things that were taken into consideration when Portland was selected as the livestock place west of Denver and St. Paul. In pressing the claims of Portland as a market, it is not asserted that we have sprung from Chicago or Omaha in our ability to care for heavy receipts, but it is a source of much gratification that our little market is growing and that the prices which prevail at the Portland Union Stock yards every day are the basis for the livestock business throughout the Pacific northwest.

"Since we opened for business September 15, 1909, more than 700 cars of livestock have been disposed of at the Portland Union Stockyards, the value of which has exceeded \$9,000,000. At this time every packer on the coast north of the California line is represented at Portland, and more than 80 buyers look to the Portland market for a part or all of their supplies.

Portland Pays Best.

"In asking you, as woolgrowers, to lend the full weight of your influence to the livestock industry, I appeal to your selfish interests. The building of a livestock market means much to the sheep industry of the Pacific northwest. In asking you to keep in touch with Portland, I am not asking you to suggest that patriotism shall be considered. I do say, however, and it is capable of proof, that the Portland mar-

ket pays a better price for fat hogs, fat sheep and fat cattle than any point that is accessible to the northwestern raiser and shipper.

"Our sheep demand is not large as compared with the great supply that lies at our door, but it is growing. Modern livestock marketing laughs at the system of selling livestock at home to be weighed off the cars after a long journey and its incident shrinkage. The nearest to the ideal system of marketing that is possible involves shipping to a central market, where cattle, sheep and hogs are rested and fed and watered and where a number of buyers compete with each other for their requirements. These are the conditions which prevail at Portland, and it is a respectful suggestion to you, as sheepmen, that you will not be doing your full duty to your own interests if you do not find out what Portland prices are before disposing of your fattened animals.

Industry Permanent.

"Much of the rugged country of the Pacific northwest will be devoted to sheep growing and production of wool as long as time shall last. This great industry, which deserves the assistance of thinker, statesman and the press, will always be an integral part of the wealth of the northwest country. These things are certain. There may also come that European period when the rights of the producer may be considered along with the privileges of the manufacturer and consumer.

"In the present day, when the exigencies of party control make it necessary to persecute the producer, the hope I have expressed may seem like a golden dream of altruism to you before whom I stand; but under any and all conditions Portland, your convention city, is built upon a rock of enduring commercial greatness, and in your lifetime, and in that of the generations to come, the livestock market begun in a small way will take its place among the large centers of the United States."

SHEEPMAN STEWART FROM UTAH URGES GROWERS TO UNITE

Charles B. Stewart, secretary of the Utah Woolgrowers' association, Salt Lake City, read a very interesting paper on "What Sheepmen can accomplish by United Effort," at the National Woolgrowers' convention's morning session. He said the watch cry of the age is union, combination, organization and compact. The individual working alone, can accomplish little.

"The multifarious pursuits and occupations of mankind indicate the interdependence of each and all of us," said Mr. Stewart. "The most perfect society is where the largest number of persons are prosperously engaged in the same line of pursuit. In such a society men help each other instead of being in each other's way."

"Association and interchange of ideas

develops, educates, and enlightens mankind; it creates friendly relationship and brings prosperity and the highest degree of happiness. It builds cities and towns; cultivates farms and extends the bounds of civilization across oceans and deserts. The benefits of united effort on our part can hardly be overestimated. Our business is of no value unless we have a market for our product and unless we get a reasonable price for what we sell. We must be strong enough, too, in part at least, to help to dictate that price; in other words, we must organize.

"All who purchase what we sell are strongly organized and they have destroyed much competition, thereby striking a terrific blow at the life of the producer."

Organization Noted Everywhere.

"On every hand we find that consolidation and organization are the power behind the business methods of the age. Organization and enlargement of profits are the watch words. Railroads, manufacturers, and packers all combine, why not producers? They must organize in order to receive the full and complete reward of their labors."

"In the past many of our sheepmen have done a losing business, while the packers and manufacturers who bought their products, have grown and assumed such gigantic proportions that they have extended their business beyond the confines of our nation and are now firmly established in the South American republics and elsewhere. At present neither the consumer nor the producer has any voice in the fixing of prices. It matters not whether we obtain a high or low price for our products, the consumer pays about the same price and that price is fixed by large corporations who have a constant corner on the market. We must meet the enemy with equal, or superior strength or we will be the underlings of the trust; meet organization with organization, and by strength and unity of action we can compel the adoption of just methods, adequate compensation and reasonable profits for our investments."

Must Have Better Service.

"We must continue to demand and receive proper consideration from the carrier of our livestock to the markets. Our animals must receive prompt and humane treatment at the hands of the transportation companies as well as at the feed yards, while in transit. Uniform rules and regulations pertaining to the shipment must be made; reasonable charges must be paid by the shipper for the carriage of his products. Fair and just treatment to both carrier and shipper will relieve friction between them and bring about that harmonious relation which should at all times exist, and which is absolutely necessary to the proper conduct of the immense business of transporting our wool and livestock to the markets."

"The difference arising between the shipper, carrier and packer should be carefully weighed and considered by competent representatives of the re-

spective organizations and a final and just determination of all perplexing questions equitably adjusted to the satisfaction of the parties concerned. Unjust and discriminative freight rates should not be permitted. The shipper at the Pacific coast should not be preferred to the shipper at intermediate points. This unjust discrimination of freight rates builds up one part of our country at the expense of other intermediate points and is certainly unjust to the producer as well as the consumer who eventually must pay an exorbitant price for his commodities. If the woolgrowers of this country would unite to a man on these important questions, their profits would increase; they would receive greater consideration at the hands of the carrier, commission man and packer; indeed, the benefits derived by strong organization and united efforts from the producer to the consumer cannot be overestimated. For we must bear in mind that while we seek to protect ourselves and our business, we should have due consideration, commensurate with good citizenship and labor; for the betterment and uplifting of our fellowmen."

Uniform Legislation.

"Not among the least important of laws is the furthering of a system of laws which shall be uniform throughout the states. The lack of uniformity in this respect has been the cause of much trouble between sheepmen of the various states. If we expect combined strength to combat the common enemy of our industry, our first step is to settle our local difficulties. Among the many subjects upon which we should seek uniform legislation is the inspection of interstate shipments of sheep; the requirements controlling the admission and grazing of sheep in the neighboring states; a system of uniform bounty laws relating to the taxing of sheep in neighboring states, thereby preventing double and excessive taxation. If we expect and hope to reach the highest material progress in our business, we must induce the respective state legislative bodies to enact uniform legislation which has for its object similar aims and purposes, working in harmony with every other state for a system of laws which will promote harmony among our sheepmen of neighboring states to the promotion and advancement of our great industry. Nothing short of this will unite sheepmen and promote the sheep industry of our country, especially here in the west, where there is yet considerable free range and where sheepmen own grazing lands in two or more states. I believe we should have committees appointed at this convention to draft uniform laws for a system of laws which will be presented to the legislatures of the various states and that committees be appointed in each state of work for the passage of such laws."

Little Fire Loss at Medford.

(Special Dispatch to The Journal.)
Medford, Or., Jan. 5.—The total loss by fire in the city of Medford during 1910, according to the annual report of

the chief of the fire department, was \$1499, of which amount \$1049 was covered by insurance.
Thirty-eight alarms were turned in, and 504 men answered calls. The cost of maintaining the department was \$4893.72.

TAFT TO MEET DIX AT BANQUET BOARD

New York, Jan. 5.—President Taft and Governor John A. Dix of New York will be among the guests at the annual dinner of the New York Press club at the Hotel Martingale, Saturday evening, January 21.
It is expected that about 300 members and guests will be present at the banquet, which will be followed by speeches from the president of the club, President Taft, and other notables. This will be the thirty-seventh annual banquet of the members and every effort will be made to surpass all former affairs.

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| Corset Covers at 25¢—Made of fine quality lawn, trimmed either with fine embroideries and insertion or rows of Val. lace and insertion. All sizes from 34 to 44. Usually sold special at 35c. Our Price | 25c |
| Corset Covers at 50¢—Beautiful assortment of Corset Covers with two to five rows of Hamburg insertion and Val. lace and insertion. Some with medallions. Usually sold special at 75c. Our Price | 50c |
| Combination Corset Cover and Drawers at 98¢—Made of fine quality mull, lingerie and nainsook, prettily trimmed either with lace or embroideries. Sold special at \$1.25. Our Price | 98c |
| Combination Corset Cover and Drawers at \$1.25—Beautiful assortment, made of crossbar nainsook and fine quality mull, elaborately trimmed with wide Hamburg embroideries. Usually sold special at \$1.75. Our Price | \$1.25 |
| Gowns at 98¢—Made of heavy quality muslin and fine quality mulls, prettily trimmed at yoke and sleeves with fine quality embroideries and drawn with ribbons. Usually sold special at \$1.25. Our Price | 98c |
| Gowns at \$1.15—Made of fine quality lingerie either in high neck, low neck or slipover effects, trimmed with the finest embroidery or cluny laces. Usually sold special at \$1.50. Our Price | \$1.15 |
| Skirts at \$1.15—Made of heavy quality muslin, with deep flounces of Hamburg embroidery and insertion; also laces and insertions. Extra duffles. Usually sold at the special price of \$1.75. Our Price | \$1.15 |
| Skirts at \$1.65—An elaborate assortment of Skirts of fine quality muslin with beautiful flounces of embroidery or heavy cluny laces and insertions. Sold special \$2. Our Price | \$1.65 |

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Misses', Women's and odd sizes, worth \$35.00, Blacks, Navies, Browns, Homespuns, Worsteds, now | 100 Suits
Women's, Misses' and odd sizes, worth \$40.00, Broadcloths, Serges, Mixtures, now | 100 Suits
All sizes, including stouts to 51 bust measure; Serges, Scotch Tweeds, Chiffons, Broadcloths, now |
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| BRACELETS, COMBS, SILVER PURSES, ETC. | | |
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| Sterling Berry Spoons | Plated Berry Spoons | |
| Sterling Ladles | Plated Cold Meat Forks | |
| Sterling Forks | Plated Sugar Shell and Butter Knives | |
| CUT GLASS | | |
| Berry Bowls | Celery Dishes | Water Bottles |
| Nappies | Sugars and Creamers | |
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