

SACRIFICE SALE

Object, retiring from business (called East). A good clean stock of men's furnishings, of quality, at prices unparelled. Most of this stock was contracted for before prices advanced; so therefore this sale will enable you to buy goods for less than merchants can buy for on to-days markets- Just think; anyone making this opportunity available, buys for less than wholesale prices on today's market's quotations. This is a legitimate Sale---as seeing is believing, make us a visit at once while the lines are complete. Here are a few quotations:

MENS READY-TO-WEAR SUITS. Just Arrived From New York City. \$20.00 Suit for \$14.00 18.00 Suit for 13.00 16.00 Suit for 11.50 12.50 Suit for 8.00 TROUSERS \$5.50 values at \$4.00 5.00 values at 3.75 4.50 values at 3.25 4.00 values at 2.35 3.00 values at 2.15 Whip Cords \$2.25 grades at \$1.30 Khaki pants, \$1.75 grades at \$1.25 Crusier overalls, \$1.75 grades \$1.25	FLORSHIEM SHOES. \$6.50 values at \$4.80 Copeland & Ryder shoes \$6.00 values at \$4.15 And other makes of shoes. \$5.00 grades at \$3.85 4.00 grades at 2.85 3.50 grades at 2.25 3.00 grades at 2.00 WORK SHOES. \$3.75 grades at \$2.75 Logger shoes at cost. MENS FELT HATS. SPRING STYLES. The well known brand Conqueror. \$3.50 values at \$2.30	3.00 values at 2.05 THE LIFTON HATS. \$2.00 values at \$1.00 STRAW HATS. \$2.50 grades at \$1.25 2.00 grades at 1.00 MENS UNDERWEAR. P-Q-A UNION SUITS. \$1.25 grade at .75 Porosknit union suits, \$1.00 grade at .70 B. V. D's, at .75 Light weight union suits, 75c grade at .40 Mens light weight two piece garment, 50c grade at 35c per garment. 40c grade at per garment .20 Mens wool underwear, \$1.50 grade at \$1 per garment. at .50	THE FAMOUS HALLMARK SHIRTS. \$1.50 grades at \$1.00 1.25 grades at .75 Other makes of shirts (Negligee) \$2.00 values at \$1.25 \$1.50 values at \$1.00 1.25 values at .75 .75 values at .40 Men's black sateen shirts, \$1.25 grads at \$1.00 .75 grades at .50 Men's work shirts 65c grades at .50
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A complete line of white tennis shoes and canvas shoes are in transit and will be sold at cost--shipment is due now.
 This stock is complete in the line of mens wearing apparel (for spring) and everything is priced as near to wholesale as can be without the use of pennies. As above stated, retiring from business, this sale demands cash.

SALE PRICES TAKE EFFECT APRIL 14, 1917

In anticipating your future needs for spring and summer this is a great opportunity to obtain your seasons necessities at a small investment.	<h3>CHAS. HARTUNG,</h3> <h4>CLOTHIER and TAILOR.</h4> <p>MOTTO:---Pay Less and Dress Better, Falls City, Oregon.</p>	The war that has started in this locality is a war on prices.
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BEGIN SAVING EARLY.
 Then You Can Pay Your Own Annuity When You Are Old.
 An agent of one of the big insurance companies sends me this about annuities:
 "A man aged forty can deposit with us \$5,925.50 and receive \$350 annually for his lifetime. A woman aged sixty-five on a deposit of \$6,000 can receive \$600 a year.
 "The man's expectation of life is twenty-eight years, the woman's at least eleven."
 Now, \$350 is 5.9 per cent of \$5,925.50, and \$600 is 10 per cent of \$6,000. Any company which could make as much as 6 per cent could pay \$350 a year indefinitely, and when the annuity receiver died his original deposit would be intact. The company assumes that not more than 3 per cent can be made on money deposited with it. That explains why only 5.9 per cent is paid annually.
 In theory part of the original deposit is taken annually to supplement interest earnings. If the annuitant lives his expected term of life the principal and interest at 3 per cent will have been paid to him.
 Over a long period of years it is difficult to keep money safely employed and earning over 3 per cent.
 In times like these it is hard to picture the years when capital is a drug on every market and millions are seeking investment in sound bonds at 4 per cent and under. Yet those years will come.
 Every one his own annuity payer--that would be the ideal condition. Begin to save and invest early in your earning life, and when the time arrives to withdraw from the battle you will have both the resources and sufficient knowledge of how to invest them to make it unnecessary to accept the insurance company's offer.--John M. Oakison in Chicago News.

TRAPPING A SUBMARINE.
 The Wire Rope Net That Catches and Dooms the Vessel.
 A submarine net is made of wire rope about as thick as a lead pencil, and the meshes are of great size--about ten or fifteen feet square. The net has floats on top that keep bobbing up and down like the float on a fishline, and on the bottom are weights that keep the whole thing in a perpendicular position.
 The submarine cannot submerge to very great depths on account of the pressure, 200 feet being about the limiting depth. It sails innocently along, therefore, until it pushes its nose into these meshes. The net now trails along on both sides of the submarine. Its progress revealing the fact that something below is supplying the motive power.
 Perhaps the net suddenly stops. That means that the hidden submarine has stopped, its navigators having made the horrible discovery that they are trapped, or perhaps the net has become twisted in the propeller. Under these conditions the wise submarine rises to the surface. It surrenders, becomes the property of the enemy, and its crew are made prisoners.
 If it does not take such action one of two things will happen. The enemy will wait upon the surface until the submersible comes up, or if it starts moving the enemy will follow until the inevitable uprising. But perhaps the surface commander gets impatient. In such a case he can let a bomb down into the water, which will explode when it touches the roof of the submarine. Of course the submerged submarine knows that this bomb is likely to drop at any minute. The psychology of such a situation tends to persuade the imprisoned crew to surrender.--World's Work.

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**AS PRICES RISE
 HIGH COST OF LIVING
 HITS THE RAILROADS**
 Service Will Be Crippled Unless Relief Comes Soon.

EXPENSES UP, RATES DOWN
 Wasteful and Conflicting Regulations Hamper Railroad Credit, While Advance In Labor and Materials Outstrips Revenues, Chairman Kruttschnitt Tells Congress Committee. Unified Federal Control Will Improve Conditions.

Washington, April 2.--The condition in which the railroads find themselves as a result of constant increases in wages, prices of material, taxes and other expenses, while their revenues are restricted by legislation, was strikingly described by Julius Kruttschnitt, Chairman of the Executive Committee of the Southern Pacific Company, in his testimony during the past few days before the Joint Congressional Committee on Interstate Commerce, which is making a study of the question of railroad regulation. Mr. Kruttschnitt urged the committee to recommend a plan of regulation which will center responsibility for regulation and its results in the federal government, so that conditions affecting both expenses and revenues may be made subject to a uniform policy instead of the wasteful and often conflicting policies involved in the system of combined state and federal regulation.

Why Roads Need More Money.
 Mr. Kruttschnitt's testimony also had a bearing on the reasons for the application of the roads to the Interstate Commerce Commission for a general advance in freight rates. He showed that while the price of transportation has declined in recent years, the cost of producing transportation like the cost of almost everything else, has rapidly advanced. This he illustrated by showing that if freight and passenger rates had increased during the past twenty years in the same proportion as average commodity prices the railroads of the United States would have received \$1,654,000,000 more for transportation in 1915 than they did receive.

This saving to the public was effected, in spite of an increase of 93 per cent in the cost of operation of trains, by a reduction in the average passenger rate per mile from 2.04 cents in 1895 to 1.98 cents in 1915, a decrease of 3 per cent, and by a reduction in the average freight rate per ton mile from 8.39 mills in 1895 to 7.3 mills in 1915, or 13 per cent. During the same period the cost of operation per train mile rose from 92 cents to \$1.78, almost doubling. At the same time the average price of 346 commodities enumerated in a bulletin of the Department of Agriculture increased 115 per cent. Transportation is practically the only commodity in general use that has not increased tremendously in price during the past twenty years, freight and passenger charges being lower than they were twenty years ago.

Big Saving to Public.
 If rates had risen proportionately to the increase in the cost of other articles of ordinary use, Mr. Kruttschnitt told the committee, the average passenger rate in 1915 would have been 2.95 cents a mile, or 50 per cent higher than it was, and the average freight rate would have been 1.21 cents, or 66 per cent higher than it was. The saving to the public in passenger fares through this difference was \$314,000,000 and in freight rates \$1,340,000,000.

Universal railroad bankruptcy under this reduction in rates and increased cost of operation, he said, was avoided only by heavy expenditures to obtain increased efficiency in train movement, making it possible to haul more tons of freight per locomotive. This had reduced the average cost of hauling a ton of freight, but the decline in the average freight rate had reduced the net revenue of the roads from each ton hauled. If the operating costs of the railroads, including the prices of coal, labor and material, continue to advance at the present rate a lot of railroads will be in the hands of receivers by 1918 unless some relief is afforded. Mr. Kruttschnitt told the committee.

"Owing to the rise of commodity prices," he said, "the purchasing power of the dollar has fallen 55 per cent and the railroads are in the position of being compelled by law to accept payment for their service to the public in currency worth 45 cents on the dollar."

Public's Chief Interest.
 "The public's greatest interest is in adequate transportation facilities and not so much in low rates. As to most commodities freight rates form a very small proportion of their cost. Excluding low grade commodities, the percentage of the freight rate to the cost is so slight as to offer no justification for any substantial increase in prices to the consumer. It may be stated with little fear of contradiction that the consumer seldom, if ever, profits from a lowering of freight rates. "Extortionate charges are a thing of the past, and under the attempt to cut rates to their lowest possible figure the interest of the whole public in the character and standard of transportation is subordinated to the interest of that part of the public only that profits by lower rates--that is to say, the shippers and their agents and not the general public, the ultimate consumer."

Professional Cards

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F. M. HELLWARTH
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 Office one door east of P. O.
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