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RATE INCREASE NECESSARY

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

Products of Flow 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 willing to share such proportion of the increase as justice 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 organization 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 consumption on their journey from the factory to the farm. We would, for example, prefer that the rate on sows 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.

After Many Years.

J. L. Southers, Eau Claire, Wis., writes: "Years ago I wrote you in regard to great results I obtained from Foley Kidney Pills. After all these years I have never had a return of those terrible backaches or sleepless nights; I am permanently cured." Men and women, young and old, find this reliable remedy relieves rheumatism, backache, stiff joints and ill caused by weak or diseased kidneys or bladder. Patterson Drug Co.—Adv

CHURCH NOTICES

Methodist.
On next Sabbath morning, February 7, the pastor will speak, by request, on "The Best in Christian Science and Some Unfortunate Defects." This discourse will not be a tirade, but an eye opener. All persons who do not attend other churches are cordially invited. The attendance at our morning services, like that at our Sunday school, steadily increases. The most prominent people in the United States attend church. Only moral dwarfs are too big to go. A. S. Black, pastor.

Church of the Brethren.
Services each Sunday. Sunday school 10 a. m. Preaching 11 a. m. A cordial invitation is extended to all. Ira H. Fox, minister.

Dr. Lowe and Turner devote their entire time, energy and effort exclusively to the eye. They have had years of hard practical experience and know their business thoroughly in all its branches. They give your eyes a most thorough scientific examination and when they prescribe glasses it is with positive and absolute assurance that they are the best and only kind suited to your eyes. Their glasses are guaranteed to give satisfaction whether they cost \$2 or more. One charge covers the entire cost of examination, frames and lenses. Consult them at Pilot Butte Hotel, Thursday and Friday, February 11th and 12th.—Adv.

REAL ESTATE TRANSFERS.
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The Story of Makepeace Jones

AT BIRTH, he was proclaimed a "Future Great." He grew up a model young man. To his parents' entreaties that he stay in the home town and become a farmer, Makepeace turned a deaf ear. It offered no opportunity of advancement. It was prohibition ridden—its inadequate taxes permitted of no improvements, no expansion. Business was stagnant, the town was no license—dead. Makepeace made the mistake of quitting one "dry" town for another. He had no appetite for strong stimulants, but he chafed under a law that denied his right to drink healthful, nutritious beer, even temperately. His rights as a freeborn citizen could not be challenged by such shallow laws. His disregard of prohibitory law became habitual and he frequented blind pigs—at first, in independent indignation—later, because he wanted to. His appetite for strong stimulants developed. Makepeace Jones, the "Future Great," became a drunkard. Had he been privileged to enter licensed saloons, he would have entered them only occasionally. Brain-and-body fog demanded a mild stimulant—a once-in-awhile glass of good, refreshing beer. Denied the national beverage, the drink of True Temperance, Makepeace Jones became a social outcast.

E. D. Ulrich, Chamber of Commerce, Portland, Oregon.

U. S. to Wm. D. Clark patent N 1/2 NE, SW NE, NW NE 20-16-11.
D. E. Hunter Realty Co. to 1st National Bank, Bend, SW NE 28-17-12; W 1/2 11 12, Replat blk. 4, Bend.
Bend Co. to E. Agron It. 11, blk. Center add, Bend.

MARKET REPORT.
NORTH PORTLAND, Jan. 28.—Receipts for the week have been: cattle 1522, calves 9, hogs 3725, sheep 4145. This week's cattle market opened steady to strong in all classes. Prime steers sold at \$8, cows at \$6.50 and other grades in proportion. Market closing steady. With a beginning of \$6.50 Monday which was \$15 over the close of last week hogs have maintained this level, although all other American markets have shown a decided weakness, North Portland being the highest by 10 cents. The strength of the sheep market has been able to bring somewhat increased receipts this week. Prices have advanced and lambs reached \$7.80; ewes \$5.75. Outlook strong.

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