

Announcement



JUST ARRIVED

A complete line of **Copeland & Ryder Shoes** for particular men and women



HAMPTON'S

The College Movement
An important division of the temperance army and one which is rapidly increasing in numbers and efficiency is the Intercollegiate Prohibition Association. The national convention of this body, held recently in Topeka, Kansas, is characterized as the greatest national student gathering of a civic character ever assembled in America. The keynote of the convention program was "The challenge of the anti-liquor movement to the present student generation," and its slogan, "We'll see this thing through." A nation-wide campaign was initiated, the aim of which is to enlist college men and women for active service in the fight now being waged for national prohibition. Dozens of college and university presidents and many well known political leaders sent greetings to the convention. Secretary of State Bryan's being in the form of a two-page hand-written letter.

Dry Transportation.

A California congressman is troubled over the prospect confronting the congressional party which is to attend the Panama-Pacific Exposition. He says that if the Navy department has control of the ships which carry the distinguished company, it will be, by reason of Secretary Dan-

iel's dry order, "a funeral trip." On the other hand, if they go everland there are whole states—states longest east and west—where grape juice will be the strongest drink obtainable. Whether by land or by sea, "It's a dry, dry way to San Francisco," wails the drinker. And it is fact getting dryer. Only the other day came the news that the Pennsylvania railroad had abolished liquor from all its dining cars west of Pittsburg. It has also announced that it will not renew the license for the bar in the Broad Street station at Philadelphia and that although its license to sell liquor in the New York terminal will not expire until September, the bar will be closed at once. This will leave the Pennsylvania system east of Pittsburg without a bar in any of its stations or restaurants and without the sale of liquor in any of its dining cars.

Significant Figures

From the last United States census we learn that the wet state of Nevada had, in 1910, 353 prisoners for every 100,000 of her population, while her dry neighbor North Dakota, had 63. Nevada had 194 paupers for every 100,000 population North Dakota, 14. Nevada had 282 insane people for every 100,000, North Dakota, 108.

Two World Expositions Now Open

Reduced fare round trip tickets, permitting stop-overs at all points in either direction, to the Panama Pacific International Exposition, San Francisco, and to the Panama California Exposition, San Diego, on sale every day to November 30

Via the

Scenic Shasta Route

THREE FINE TRAINS DAILY

Shasta Limited San Francisco Express California Express

Stop-overs on One Way Tickets

Ten day's stop-over will be allowed at San Francisco and Los Angeles on one way tickets sold to Eastern Cities when routed via the Southern Pacific.

California and It's Two World Expositions

A new booklet describing the trip from Portland to San Diego including the two expositions, the scenic beauties of Oregon, the Sierran and Shasta Mountains, San Francisco, the beach and outing resorts of California, the San Joaquin Valley and Yosemite National Park. Free on application to nearest Agent.

SOUTHERN PACIFIC

John M. Scott, General Passenger Agent, Portland, Oregon.

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 consumption 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.

NO SHORTAGE OF FOODSTUFFS LIKELY

The department issued the following statement on February 17:

The 1914 wheat crop of the United States was estimated to be 891,000,000 bushels. The estimated surplus carried over from the 1913 crop was about 76,000,000 bushels. There was, therefore, a total available supply of 967,000,000 bushels. As the normal annual per capita

consumption of wheat in the United States is about 5.3 bushels, 520,000,000 bushels should meet our normal domestic requirements for food; in addition, 90,000,000 bushels are required annually for seeding. Six hundred and ten million bushels, therefore, should supply the normal domestic demand. This would leave a surplus of 357,000,000 bushels. Of this surplus, about 210,000,000 bushels were exported by January 30. This left 147,000,000 bushels, or 40,000,000 bushels more than our average annual export for the past five years, for export between February 1 and the appearance of the new crop, or for carrying over into the next crop year. The amount is sufficient to permit the export of nearly 1,000,000 bushels a day until July 1, before which time the new crop will begin to be available. This is about the average of recent exportation.

The large demand for our wheat arises from the fact that there was an estimated world's shortage of over 400,000,000 bushels outside of the United States, from the fact that the Russian exportable surplus of 100,000,000 bushels is not available generally, and from the fact that the belligerent nations are eager to secure food supplies. If it were not for these things, we should be discussing ways and means of disposing of our tremendous surplus of food products.

As has been stated, the new American crop will begin to appear before July. The Argentine crop is now coming on the market. It is estimated that from that source there will be available 100,000,000 bushels. A surplus of 75,000,000 bushels or more from India will be available in May and June. The increase in the fall-sown wheat acreage of the United States in 1914 was 11.1 per cent, or over 4,000,000 acres; in the Northern Hemisphere generally the acreage of winter wheat shows an increase of from 3 to 33 per cent, as follows:

	Per Cent
Denmark	3
Italy	5
Switzerland	10
United Kingdom	10
United States	11
India	22
Canada	33

But suppose a shortage in wheat should develop in the next three months, what would be the situation? There is a great surplus in other food crops in the United States, a number of which can be used as substitutes. Wheat does not constitute more than 12 per cent of the normal diet, about the same as poultry and eggs. Meat and dairy products constitute 48 per cent; vegetables, 11 per cent; fruits, nuts, sugar, fish, and other items the remaining 19 per cent. There are larger supplies of corn and other grains, meat animals, dairy products, potatoes, and fruit at the opening of 1915 than for many years. The most important competing products are corn and potatoes. This is shown by the fact that while the normal consumption of wheat is 5.3 bushels, in Maine it is only 4.7 bushels and in Michigan 5. In the wheat-growing states, where wheat is abundant, such as Minnesota, the average is 7.2, whereas in the South, where corn is much used, the average is 4 bushels. Normally about 3 per cent of the corn crop is consumed as food. Of our total crop about 80,000,000 bushels would be used for

5 PEOPLE OF LANE COUNTY

Can go to the Wonderful
\$50,000,000.00 Panama
Exposition as our guests.

You Can Enter Contest How You Can Win

Call at our office and Miss Wing, contest manager, will explain to you the particulars. Contest open to anyone; simply a matter of devoting a few minutes a day to win this glorious trip. Write us or phone for particulars.

Eugene's Popular Store

McMoran & Washburne Store

"Progressiveness Wins"



DO YOU GET FULL VALUES FOR YOUR MONEY?

This is an old-fashioned Grocery Store in regard to expense, with a stock of modern staple groceries that I am selling as near cost as good groceries can be sold. Get posted on grades and prices. Come and see. My expenses are small—no rent at all. Once a customer, always a customer.

AT LAVERT'S GROCERY

Near Lincoln School, on G St., between Sixth and Seventh
E. W. Lavert, Proprietor.

food, the remainder for other purposes. The remainder could be used for foods and substitutes used for animals. The potato production in the United States averages 3.8 bushels per capita. This year the available supply is 4.1 bushels. The average price of meat animals was 7 per cent cheaper in January than a year ago, butter 2 per cent lower, the price of chickens slightly lower, and of apples it was 37 per cent lower.

It would seem that the United States is not likely to be threatened with a shortage of foodstuffs.

Medford fruit and produce association will haul and pack all products for members.

Legislature created five new judicial districts, costing \$10,000 a year each and Governor Withycombe vetoed three.

Doubling the coyote bounty is to solve the unemployed problems in Eastern Oregon.

U. of O. has put one over O. A. C. It claims 2000 students enrolled in all departments, as against 1524 at Corvallis.

What a one-sided affair legislation would be by a single house.

CHURCH NOTICES

Free Methodist Church,
Sabbath School at 10 a. m.
Preaching services at 11 a. m.

Evening Services 7:30 p. m.
Children's meeting at 3 p. m.
Midweek prayer meeting on
Thursday at 7:30 p. m.
A cordial invitation is extended to all.

F. W. OLIVER,
Pastor.

Church of Christ.

Bible School, 9:45 a. m., communion and sermon at 11 a. m., Christian Endeavor at 6:30 p. m., song service and sermon at 7:30 p. m., prayer meeting every Wednesday, 7:30 p. m.

E. C. WIGMORE,
Pastor.

Baptist Church.

Sunday—Sabbath school at 10 a. m.; preaching service at 11 a. m.; B. Y. P. U. at 6:30 p. m. Preaching service at 7:30 p. m. Wednesday, Prayer meeting at 7:30 p. m. Thursday, Choir rehearsal at 8 p. m.

Methodist Church.

Corner Second and B streets
James T. Moore, pastor, phone 117-W. For next Sunday:—19 A. M. Sunday school.
2. P. M. Junior League—Miss Rhodes, Supt.

6:30 Epworth League. Get in early to insure a seat.

7:30 Evening Sermon and song service.

7:30 Tuesday Second Conference.

2:30 Wednesday Ladies' Aid.



Saves Repair Bills

GAS ROOM HEATERS are inexpensive to buy—cheap to operate. They are their cost over and over again in the colds, sore throats and other ailments they prevent.

For Fall and Spring Heating they are ideal. Useful during the colder months for auxiliary purposes—to help out the regular stoves or furnaces—to warm rooms quickly in the morning.

See them at the Gas office, 957 Willamette Street, or Fellman-Newland Co., 625-49 Willamette Street, Eugene.

OREGON POWER COMPANY
SPRINGFIELD, OREGON