



FARMER HELPED BY PROTECTIVE TARIFF

Republican Policy Maintains Higher Prices Here Than Abroad.

Portland, Or.—(Special).—The Oregon farmer, who went through deflation in the closing months of the last Democratic administration and was brought face to face with ruin in consequence, has been wondering more or less during the difficult years since if possibly the tariff is not responsible for some of the ills he has suffered. In fact, he is being told that he sells his wheat and other crops in a free trade world market, whereas the things he has to buy are kited upward in price by the tariff.

Senator I. L. Patterson, chairman of the Republican State Central committee, in a statement given out here said the farmer needs only to be told the facts in order to see where his own interests lie. It was the emergency or farmers' tariff, enacted by the Republican congress in the spring of 1921 that stopped the ruinous decline in the price of all farm products, he said, and the Fordney-McCumber tariff act that followed brought about materially higher prices for farm crops in the United States than in world markets. The figures speak for themselves and the truth of this can be demonstrated by examining the facts.

Wheat, dairy products, beef, potatoes, sheep and wool, indeed all products of the soil, were helped by the emergency tariff to a great extent. The act checked the agricultural imports that were breaking the price to the American producer. Before it went into effect, prices here were lower than prices elsewhere. Following the farmers' tariff bill, American prices for farm crops became the highest in the world.

It is true that prices of the farmer's crops have declined in this country since the present tariff bill has been operative, but the point is they have not declined in anything like the degree or with anything like the rapidity which marked the fall of farm prices in other agricultural countries of the world, such as Argentina, Australia, New Zealand and Canada. While farming conditions and prices are not what they should be today in the United States, they are infinitely better than agricultural conditions and prices in other countries.

Chief reliance, too, of the American farmer for his market is not abroad but in the United States itself. Here the tariff has worked distinctly to his advantage. Under the protective tariff policy of the Republican party, our wage-earners are better paid, better fed, better housed and better clothed than those of any other country in the world. Their prosperity results in maintaining the best market in our own country for the products of the American farm.

Cattle prices in the Argentine, for instance, are one-third those in the United States. The tariff, too, operates to maintain wheat prices for the American grower at a higher level than those in Canada and Argentina, for example, the different prices last May, as an instance, being \$1.25, \$1.05 and \$1.02 respectively. Creamery butter and other products show a differential advantage to the American producer.

As to the argument that the tariff raises the prices of everything the farmer buys, Chairman Patterson declared, it is without foundation. The farmer buys agricultural implements for one thing. They are on the free list under the Republican tariff. He buys binder twine. That, too, is on the free list.

The farmer buys fertilizer. All sorts of fertilizer are on the free list under the Republican tariff.

The farmer buys building materials. Lumber, brick, cement, shingles, staves, stone, and similar articles are on the free list under the Republican tariff.

Boots and shoes, harness, leather gloves and all sorts of similar leather articles used by the farmer are on the free list. Whetstones, bones, horse pads, etc., are admitted duty free.

Barbed wire is used by the farmer for fencing. It is admitted free of duty. Coal is duty free and the tariff has not increased the farmer's fuel bill, nor his furniture bill, for wood, the basis of furniture, is free of duty.

College on Taxation.

For seven years the people have borne with uncomplaining courage the tremendous burden of national and local taxation. These must both be reduced. The taxes of the nation must be reduced now as much as possible. The taxes of the states and municipalities must be reduced accordingly. High taxes reach everywhere and burden everybody. They bear most heavily upon the poor. They diminish industry and commerce. They make agriculture unprofitable. They increase the rates on transportation. They are a charge on every necessary of life. Of all the services which the congress can render the country I have no hesitation in declaring this one to be paramount. To neglect it, to postpone it, to obstruct it by unsound proposals is to become unworthy of public confidence and untrue to public trust.—Message to Congress, Dec. 6, 1923.

Economy Promises Kept. Economy in government was not an idle promise with the republican administration. Application of the budget law brought real relief.

PUBLIC CONTROL OF RAILWAYS FAILURE

Chairman Patterson Recalls Costly Venture During World War.

Portland, Or.—(Special).—That the people of the United States have been twice hurt by experiments in government ownership of transportation means once with the shipping board and again during government control of railroads and that these expensive adventures should not be repeated was the gist of a statement issued here by I. L. Patterson, chairman of the Republican State Central committee. Mr. Patterson said:

"LaFollette proponents for government ownership of railroads forget, no doubt, the shipping board's prolonged and costly attempt to operate the nation's vessels at a profit. The experiment cost the country many millions.

"They must have forgotten, too, government operation of railroads during the war period. This was an experiment in socialism and was a colossal and extravagant failure. Government operation lasted 26 months. It gave the public the poorest freight and passenger service it had ever known and the most expensive. Although cost was increased, nothing was given the public in return, either in upbuilding the railroads or in service.

"Railroads of the country had been adding to their equipment at an average rate of 100,000 freight cars and 500 locomotives a year. The government operated the lines a little more than two years and turned them back to their owners with 204 fewer locomotives and only 1300 more freight cars than when it took control, while more engines and cars were out of order than at any time in railroad history.

"It might be said that the railroads went through an emergency period the war period, and that is true. Figures show the lines carried 13 per cent more freight than under private operation, but to carry this heavier load, the number of employees was increased 11 per cent and the operating expenses by over 40 per cent.

"Within six months after the government seized the roads, all passenger rates were increased to a basis of 3 cents per mile and mileage passenger books were discontinued. All freight rates were increased 25 per cent. When the democratic administration took over the roads, it guaranteed the owners, as compensation for an annual income equal to the average of their annual operating income during the three years ending June 30, 1917.

"Despite the 25 per cent increase in freight rates and a 20 per cent increase in passenger rates, the railroads the first year of government operation failed by \$240,000,000 to earn the amount of this guarantee. That is to say, they failed by that sum to earn as much as they were accustomed to earn under private ownership.

"The difference had to be paid out of the public treasury. During the second year of government operation the deficit was \$260,000,000, and in the two months of the third year before the lines were turned back to private ownership, the deficit was \$103,000,000.

"Long before the railroads were turned back to their owners, it was realized that government operation was a fiasco. The public had never before known such poor service and such high rates. Shippers were served in miserable fashion and the situation became intolerable.

"The government was in dire straits in handling the problem. President Wilson dreaded to hold on to the railroads, yet he could not let go. Government control could not continue without the nation well nigh bankrupting itself and yet the owners would not receive the roads back in the deplorable condition to which they had been reduced by government control. The public patience was exhausted.

"President Wilson told congress the roads should be returned to their owners but said he did not know just how it could be done. No specific advice was offered, solution of the problem being left to the next Republican congress.

"The Esch-Cummins act, also known as the Transportation Act of 1920, prescribed the manner of giving back the railroad properties to their owners and their future operation. For a period of six months only after the lines were turned back to their owners, there was a government guarantee that was for the purpose of tidying the lines over the period of readjustment and to allow the properties to recover somewhat from the blows dealt them by government control.

"But this guarantee was only one-half what it was under government control and it ended in six months. This was about the best bargain that could be made to get out of an un fortunate situation.

"The railroads have never recovered from the immense burden of expense saddled upon them during the period of government control and the public has had a tremendous bill to pay as a result of the experiment. One trial of this plan should be enough. We had all we wanted at that time—



FAME OF NEW BREED OF HORSES, DEVELOPED BY SWAGGART, SPREADS

The "Creamolines" Are Attracting Attention Over All the Country; Hoot Gibson Among Purchasers and Large Demand Has Been Created; Were Sensation at Spokane Fair.

From a Spokane daily paper we have the following item that is of local interest: "As a result of the splendid showing made by his horses at the Interstate fair this week, William Byers has been engaged to furnish much of the entertainment on the program for the Lewiston, Idaho, fair this fall.

"Mr. Byers, well known to Spokane fair fans as a result of his 'cream colored' chariot race horses, has been part of the entertainment program at the Spokane fair for several years and while always receiving good applause from the grandstand, his acts this week have been more appreciated than ever before. The chariot race and the Roman standing race have been features of the afternoon and evening programs.

"An added attraction of real interest was the horse jumping through fire and 'Mamma,' the horse walking on his hind legs. Included in the stables of Mr. Byers are also several running horses. He also has a relay string running in the men's relay and a string running third in the women's relay. As he has a high jumping dog, his entertainment is almost a circus in itself.

"Not only the Byers' horses, but the Byers' family are entertainers as Mr. Byers drives and rides in the chariot and Roman standing races and is his own jockey in the running races. Mrs. Byers rides their mounts in hurdling and fire jumping events."

"The 'cream colored' horses, as well as a string of thoroughbreds used in the second chariot race by Mr. Byers, who appeared on the program at the recent Round-Up in Pendleton and captured prizes, are from the Eastern Oregon Stock Farm of B. F. Swaggart of Lexington, and Mr. Swaggart was over to Pendleton to see the animals perform. These horses were placed with Mr. Byers five years ago. There were 8 head—4 head of the creamolines for his chariot team and 4 head of the thoroughbreds for the second chariot team. Mr. Byers lowered the world's record for chariot times with his two teams; the thoroughbreds holding the world's record for the mile race and the creamolines for the half mile race. The creamolines are used in various other speed contests, in the standing Roman race

and many other ways as jumpers, hurdlers and trick horses. Two of these horses were recently sold to an eastern party for \$1000. Mr. Swaggart further states that the advertising the horses have received from their showing in Canada and as far east as Chicago, has created a great demand for this new breed and type of horses. He has steadily refused to offer the animals for sale and will not make sales of them until the breed has been thoroughly established. It has taken 40 years of breeding to bring the type up to its present standard and Mr. Swaggart has guarded the breeding very closely; there are no horses of a similar type in existence, so far as he is able to learn.

Hoot Gibson and his troupe of motion picture players were in Pendleton during Round-Up time, and these horses were taken in his pictures of the events. Mr. Gibson has also purchased one of the Swaggart creamolines for his own use, paying \$1000 for the animal. Gibson handled the Swaggart horses in 1913, and it was his efforts that brought Byers to the Round-Up for the chariot races; he was under contract with Gibson that the creamolines might appear in the pictures that Gibson was making. During this time Gibson also visited the Eastern Oregon Stock Farm and purchased several young creamolines for himself and hired two for riding at the Round-Up, one for himself and the other for the queen of the big show.

Numerous admirers of fine horses were at the Round-Up from the east, Mr. Swaggart further states, and he entered up several orders for these horses to be delivered when he can get them ready. He can not fill the orders now without cutting his herd down, and will not sell any more this year. Mr. Swaggart states, "I introduced four years for Mr. Byers to introduce this type and breed; now I shall wait one more year for Hoot Gibson to show his creamolines in the movies before I will take further orders, and I shall register this creamoline breed in a new register."

W. T. Matlock of Alderdale, Wash., was here the first of the week. He had just returned from Plains, Montana, where he has his sheep and reports the stock in fine condition.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, OF THE Gazette-Times, published weekly at Heppner, Oregon, for October 1st, 1924.

State of Oregon, County of Morrow.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Vawter Crawford, who, having been duly sworn according to law, deposes and says that he is the editor of The Gazette-Times, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to-wit:

1. That the names and addresses of the publisher, editor, managing editor and business managers are: Publishers, Vawter Crawford and Spencer Crawford, Heppner, Oregon.

Editor, Vawter Crawford, Heppner, Oregon.

Managing Editor, Vawter Crawford, Heppner, Oregon.

Business Managers, Vawter Crawford and Spencer Crawford, Heppner, Oregon.

2. That the owner is: (If the publication is owned by an individual his name and address, or if owned by more than one individual the name and address of each, should be given below; if the publication is owned by a corporation the name of the corporation and the names and addresses of the stockholders owning or holding one per cent or more of the total amount of stock should be given.) Vawter Crawford, Heppner, Oregon; Spencer Crawford, Heppner, Oregon.

3. That the known bondholders, mortgagees, and other security holders, owning or holding 1 per cent or more of the total amount of bonds, mortgages, or other securities are: The First National Bank, Heppner, Oregon; Mergenthaler Linotype Company, Brooklyn, New York. VAWTER CRAWFORD.

Sworn to and subscribed before me this 14th day of October, 1924.

JOS. J. NYS, Notary Public. (SEAL)

(My commission expires June 8, 1927)

ALFALFA TRACTS FOR SALE—Cutting up my 1500 acres alfalfa land in small tracts. Will sell on ten-year plan with very small payment down, provided man is equipped to farm. Can take small trade as first payment if desired. Write for full information. E. P. DODD, Hermiston, Ore. 016-2.

For Sale Cheap—16-disc Kentucky drill. Young's Second-hand Exchange.



Christmas Is Not Far Away

A little more than two months and the Yuletide will be here with its good cheer and happiness, and the time is not a bit too long in which to plan and secure the gifts which make this season the most popular of the year. The foresighted ones have been preparing for some time, and it now behooves everyone to begin their preparations.

Do Your Christmas Shopping Early and DO IT IN HEPPNER

Proper expression of the spirit of the season is suggested in the slogan DO YOUR CHRISTMAS SHOPPING AT HOME THIS YEAR. Heppner merchants are now stocking their Christmas goods, and in a short while will be able to show as complete assortments as can be found anywhere. Indications are that useful gifts will dominate this year, and of these an abundance may be found.

Watch for the announcements featuring Christmas goods which will begin to appear soon, and give the local merchants an opportunity to fill your order before you send it away.

THE Gazette-Times Morrow County's Newspaper

HAVE YOU ORDERED YOUR CHRISTMAS GREETING CARDS YET? If not, come in and examine our complete stock.