

BIG SHORTAGE IN FLOUR AND WHEAT

All parts of the world are now either buying Pacific northwest wheat or are inquiring for it.

From Vladivostok, Siberia to Liverpool and from the uppermost portion of Puget sound down to Mexico and through that republic the call is coming for northwest grain.

The demand today is the greatest ever known in this section and only a small amount of wheat, probably less than 1,000,000 bushels, are in all hands to fill it.

Were this call for the cereal alone the only factor, conditions here would not be so wild as they are. Not only is there the greatest foreign call for our wheat, but our flour is wanted so badly by the orient that the trade there is willing to order five months or more ahead in order to get it. There are orders in the market today for delivery the latter part of May.

With all this activity in wheat and flour the farmers are reaping benefits not dreamed of at the start of the season. Wheat prices are advancing from 1 to 3 cents a bushel almost every day. The market is so wild at this time that there is no telling what will happen next.

Some even predict \$1 wheat before the new grain is ready for delivery. In any event if flour orders continue to come for a few weeks as lively as they have done within the past month, there will not be more than two-thirds enough wheat to fill the call.

In the midst of all the wild fluctuations in the wheat and flour market, Mitsui & Co., the Rothschilds of Japan, have come to the front as having complete control of the situation. The firm stands to make several hundred thousand dollars on its recent purchases of wheat and flour in the Pacific northwest as a result of the advanced prices alone.

The firm has a local branch where affairs for the Pacific northwest are directed. When the demand for flour and wheat began to come from the orient it was found to the dismay of the local trade that the Mitsui company had a "corner" on nine tenths of the freight room on all the steamers that were to leave Pacific northwest points for months to come. The firm is said by many to be merely a part of the Japanese government which is said to have accounted for its advance information in recent years as when duties were to be remade and freight charges changed.

FISHER OPPOSES HOMESTEAD BILL

Washington, Feb. 5.—While Secretary Fisher was before the House public lands committee today making an argument against the Borah-Jones three-year homestead bill, Senator Borah called up this very measure before the Senate and secured its prompt passage, without a dissenting vote. So thoroughly was the Senate convinced by Senator Borah's recent speech that it passed the bill in a few minutes. Secretary Fisher told the House committee that this bill would make it altogether too easy for homesteaders to get title to public lands and he thought also it would tend to induce fraud. At most, he would require five successive years of cultivation and continuous residence on land for the last three years.

He said he might consent to change in existing laws permitting homesteaders to be away from their lands during the winter months, but he said he would not favor a bill giving them six months' leave of absence each year. That, he said, was too much. Mr. Fisher said further he would favor giving homesteaders on Government irrigation projects patents after five years cultivation, but would, as a condition, require them to cultivate one-eighth of their land the first year, two-eighths the second, and so on, giving patent to no settler who was not cultivating five-eighths of his holdings at the end of five years. Patent under these conditions would not be absolute, the Government having a lien upon the land for all unpaid water charges.

Secretary Fisher and Land Commissioner Dennett both stoutly objected to the Hawley bill, which requires the Department of the Interior to furnish the settler with copies of protests and special agents. Such a practice, they declared, would aid settlers who were endeavoring to make fraudulent entries by giving them a chance to frame up a defense.

Western members of the House committee insisted that the present system of secret reports works undue hardships on the settler, but Fisher and Dennett would not admit this. Mr. Fisher did promise, however, to issue an order that all protests made by special agents must be disposed of within a year.

Fisher and Dennett also posed the proposal to allow appeals to the courts from decisions of the Interior Department in public land cases.

N.-C.-O.'S RATES ARE REASONABLE

Ernest G. Walker, Washington correspondent for the Sacramento Bee, has the following to say concerning the N.-C.-O. rate case.

Washington, Feb. 3.—The Interstate Commerce commission has dismissed the complaint of the Nevada Railroad commission against the Nevada-California-Oregon railroad and the Sierra Valley railway company. This action was based on a long report on the case by Commissioner Lane, who had charge of the investigating the matter. Two important allegations were made by the complainant, viz; that Reno is discriminated against because the rates from that city to several points on the defendant's lines are higher than the joint rate from San Francisco and Sacramento received by defendants, and that the local rates charged from Reno to points on defendant's lines are unreasonable in and of themselves. Both of these contentions are rejected by the Interstate commission.

Commissioner Lane's report is very comprehensive. It embodies a man showing the railroads and territory in question and describes the traffic situation minutely. The Nevada-California-Oregon is a narrow gauge connecting Reno, Nev., and Alturas, Cal., and Lakeview, Ore. It controls the Sierra Valley railroad. This system connects with the Southern Pacific at Reno and with the Western Pacific at Clis and Doyle, Cal. Commissioner Lane reviews the evidence presented in this case and presents tables comparing the rates involved. He says it is very clear that the division of the through rate is practically beyond the control of the Nevada-California-Oregon railway, and further, that the joint rates are the result in no small part of the competitive conditions at Sacramento which do not correspondingly affect the Reno local rates.

The evidence shows two things, says Mr. Lane:

"1. That the present joint tariff was forced on the Southern Pacific and the Nevada-California-Oregon by the advent of the Western Pacific which has already taken from the Nevada-California-Oregon most of its business along its Sierra line, and which, by quoting low rates to Gerlach, Nev., has secured the Eagleville business and affords potential competition to other points in Surprise Valley which are now reached by teams from Alturas. Furthermore, the joint rates are lower because of the competition of the Shasta line of the Southern Pacific for the business at Adin and Bieber via Bartle. Disregarding the evidence offered to prove water competition up the Sacramento river, we are forced to include the route from Sacramento to Nevada-California-Oregon points via Reno is undoubtedly in competition with the Bartle route and with the Western Pacific via Dolve to all points on the Nevada-California-Oregon railway.

"2. The Nevada-California-Oregon railway must take what division of the through rate it can get from the Southern Pacific. Seventy-three per cent of the northbound tonnage of the Nevada-California-Oregon railway was, up to the time of the hearing, received by it from the Southern Pacific so as to go by its Shasta branch to Sisson, McCloud and Bartle, rather than by the Nevada-California-Oregon railway to Madeline. It would be to the advantage of the Southern Pacific to so route its freight destined for the Adin-Bieber territory, since its mileage by that route would be so much greater. Only by allowing the Southern Pacific to have the lion's share of the division via Reno can the Nevada-California-Oregon railway, secure this traffic at all.

Mr. Lane reaches the conclusion that there are good reasons why the through rate may be reasonably less than the combination rate via Reno and also why the difference between the Nevada-California-Oregon local rate and that road's division of the through rate may be great without constituting undue discrimination against Reno. It is a well recognized principle, he says, that the through rate may properly be less than the sum of the local rates, and the fact that the business must be transferred from the standard to the narrow gauge cars at Reno does not eliminate a proper differential.

In dismissing that part of the complaint relating to the difference between the through rate and the local rate, Mr. Lane says the eyes should not be shut to the fact that "this difference in the rates is very prejudicial to the interests of Reno, and, heretofore, we are compelled to scrutinize carefully the local rates of the Nevada-California-Oregon railway to determine whether they are not in themselves unreasonable." In doing this, inquiry is desirable into the financial condition of the railroad.

In this connection Mr. Lane quotes from the Nevada-California-Oregon railway's report to the Interstate commission to show that while it was formerly prosperous during the last year or two its rates have been reduced, it

THINGS POLITICAL AT WASHINGTON

(Washington Correspondence)

President Taft has notified President Gomez of Cuba that, unless a reign of militarism can be averted there, the American Government will take charge of the island.

The National Board of Trade reorganizing-organizations in all parts of the country has been in session at Washington. The Association encourages business men to interest themselves in primaries and in public questions. It endorsed one-cent letter postage.

A convention has been in session in the interest of Federal aid to good roads.

In an address to the meat-packers, Senator Reed of Missouri condemned the Judge Gary plan of Federal supervision of corporations as "Plutocratic Socialism."

Representative Henry of Texas has proposed a Constitutional amendment making the last Thursday of April, instead of March 4, the date for inaugurating presidents and vice-president.

The charge that persons connected with the Steel Trust are endeavoring to advance his nomination for the presidency has been called by Col. Roosevelt "Tom-foolery."

The recommendation of Postmaster-General Hitchcock that the Government appraise, take over and operate the telegraph companies has produced much discussion. The New York World has suggested ironically that, for efficiency, it might be better for the telegraph companies to operate the Postal Department.

Chief Postoffice Inspector Sharp reports that during 1911, 522 persons were indicted for mail order frauds. Of the 196 tried 184 were convicted, 12 acquitted, 177 await trial, 72 await grand-jury action, 28 were arrested but not indicted.

Hon. Oscar Underwood, chairman of the House Committee upon Ways and Means, insists upon more economy in public expenditures.

The Lorimer investigation has been suspended because of illness of Attorney Hanev, Lorimer's counsel.

The Moss committee of the House has exonerated Dr. H. W. Wiley from charges of conspiracy.

The reported activity of men close to Geo. W. Perkins of "U. S. Steel" for Southern delegates gives credence to the report that Col. Roosevelt "will accept."

WILL INTRODUCE NEW GAME BIRDS

Klamath Pioneer Press: District Game Warden L. Alva Lewis, who has just returned from the Rogue river country, where he met with the game wardens of that district and with State Game Warden Finley, states that he has made arrangements to get a number of Chinese pheasant eggs for this country if the people can be found who will take the eggs and see that they are hatched and cared for. He has also secured assurance that a number of Bob White quail will be given this county this spring unless it is found impossible to get them. The great trouble found in the latter case is getting the birds. Deputy Lewis states that the Bob Whites have to be secured in the middle or eastern states and shipped here. He thinks these will come from Texas and an effort is now being made to get hold of several dozen to be liberated in this county.

How to cure a cold is a question in which many are interested just now. Chamberlain's cough remedy has won its great reputation and immense sale by its remarkable cure of colds. It can always be depended upon. For sale by all dealers.

has been forced to compete with the Western Pacific, its revenues have not increased in proportion to its expenses. Dividends have been reduced. In concluding his report Mr. Lane says:

"In view of this financial showing and of the manifest purpose of the road to reduce its rates to suit new conditions, any further reduction by the commission at present seems unwarranted, especially when we find that local rates in Nevada on other small roads are on an exceptionally high scale.

"In conclusion it may be pointed out that the real basis of the complaint is the fact that Reno merchants find it impossible to compete with Sacramento traders in markets which geographically may be said to belong to Reno. This complaint has much merit, but no reduction in the local rates of the Nevada-California-Oregon railway can overcome the disadvantage under which Reno labors. The real difficulty lies in the transcontinental commodity rate to Reno. The commission has considered these in another proceeding. The relief therein proposed would enable Reno to get its share of the business along the line of the Nevada-California-Oregon railway, and no other action by the commission can have this effect. Reference is here made on the long and short haul intermountain case.

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