

## PROFITEERING IN MARRIAGES

BERLIN, March 6 (By Mail).—Marriage licenses are being utilized for profiteering by Germans. The marriage "profiteer" developed out of the situation which has made necessary the strict "rationing" of housing space. A married couple or a pair about to be married may obtain permission to occupy certain rooms by presentation of a marriage license to the Housing Office.

It has been discovered that many marriage licenses have been issued to men and women who have no intention to marry but, having secured the license, and the permission to occupy the number of rooms allotted to married persons, sell the "permission" to married folks or others who need rooms and cannot find them.

The officials say some profitable business has been done, but that the practice is being stopped by keeping a watch on those to whom marriage licenses are granted and withdrawing permission to occupy rooms unless the marriage is performed.

Marriages, however, eclipsed all previous records in the last year. The number has increased two-fold over pre-war years, and many fold over the marriages during the war, which fell to less than half the normal number.

"Many young folks today are getting married here simply to get a room cheaply," said a Berlin official. "The cost of the dwelling is cut in half by the marriage of a man and woman both of whom are working. They also feel they can cooperate to some advantage in the matter of food, which is a serious problem."

### MUSSELSHELL SHEEP MEN FACING GOOD YEAR.

GREAT FALLS, Mont., March 25.—The outlook for the spring lamb crop is good in the Musselshell district of the Jefferson forest of Montana, according to J. P. Bonham, ranger in charge of that district. More than 14,000 lambs are pastured in that region.

The majority of the sheepmen, Mr. Bonham reports are not so heavily stocked this year as they were a year ago, and for that reason they will be able to care for their flocks.

Comparatively no losses have been suffered by either sheep or cattle during the winter from predatory animals. The range is in excellent condition and all stock is in better shape than for a number of years. At least 85 per cent of last year's hay crop is still in the fields unfed.

It has been calculated that an oyster five inches long consumes one-twelfth of a cubic inch of solid food daily, and to obtain it must filter eight or nine gallons of sea-water.

### Lupine Caused Death Of Horses Says Lytle

Botulinus, the bug which put a crimp in the olive business for a couple of years, has been destroying some horses in Oregon, according to Dr. William Lytle, state veterinarian, who is returning from a trip into eastern Oregon. Horses were affected in Pendleton and Baker and some horses were lost at a sawmill near Klamath Falls. One owner lost about 15 animals. The infection is believed to be caused by the horses eating lupine beans. Lupine is the beautiful wild flower which is extensively used during the Portland rose festival for decorating automobiles during the floral parade. The blooms which are so pretty in the parade later turn into beans and these beans are supposed to have been inoculated by the botulinus bacilli. This particular bug has its home in the soil—that much has been discovered by scientists within the past few months. Several years ago the botulinus killed thousands of horses in Kansas and became known as the Kansas horse plague. Dr. Lytle declares that it was a veterinarian who developed the toxin which is being used against Mr. Botulinus and on one occasion some of this dope was rushed by airplane to save a man.—Oregonian.

The total amount of money spent on sports in the British Isles each year is so large that if it were converted into gold, it would require a train a mile long to transport it.

### Advertising brings efficiency. Additional Cut In Rail Rates Soon, Forecast

(Continued from Page 1) would bring the manufacturer and the consumer together in a shorter haul. The secretary of commerce, together with leading traffic experts, is convinced that the present railroad rate, which throttles business because it is excessive, if continued in effect will eliminate the long haul.

In other words, Grand Rapids furniture manufacturers cannot ship furniture at the present rates satisfactorily to Portland and other Pacific points. Portland cannot ship lumber and other products successfully to Eastern markets which are served by lumber products which can be marketed with a short haul and lower rate.

Therefore, this voluntary agreement to equalize and to reduce the lumber rate is much more significant than it appears upon its face, and should be followed by a gradual reduction and equalization of rates that will permit the movement of freight and the elimination of stagnation that now confronts those who must necessarily use the long haul in order to do business.

Very significant in this connection is the expression of Daniel Willard,

president of the Baltimore & Ohio railroad. Mr. Willard is extremely conservative in his statements although in the present situation, he said can be read a disposition on the part of all railroad executives to lower the rate of all railroads as quickly as may be.

**Expects Rate Cut**  
"I do not expect to see railroad rates and charges in the near future so low as they were before the war," said Mr. Willard, "because I do not expect to see wages or prices of materials as low in the near future as they were before the war, but relatively and compared with other prices, I expect to see the railroad rates and charges just as low as they ever have been in the past, and lower than in any other country. Private ownership can well afford to stand or fall on that basis."

"During the years immediately preceding federal control there were many who seriously doubted if private ownership and operations of the railroads would continue as an economic policy in this country under the laws and conditions as they then existed. I shared that opinion at that time."

"I feel now, however, that congress by virtue of the transportation act of 1920, has not only made private ownership and operation of the railroads possible as an economic policy, but it has also provided so that there can be the fullest measure of unified direction and control whenever and wherever necessary in the interest of the public."

**Stability Provided.**  
"Further, it has provided by definite enactment so that there need be no fear in the future of interruption of service because of disputes between the railroads and their employees concerning wages or working conditions. Congress by its actions has made private ownership possible, but whether private ownership will actually endure or not, having been made possible, will depend upon whether the people as a whole continue to want it—and this in turn will depend upon whether they are satisfied with the service which they receive from the railroads under the existing policy."

"In short, as I view the matter, whether private ownership continues to be the economic policy of this country depends very largely upon the railroad managers themselves. If they are men of vision and if they realize their responsibilities as semi-public servants as well as trustees of properties of great investors, as I believe they do; if they feel that the policy of private ownership of property which has been the fundamental economic policy in this country since its very inception, is the best policy and should be continued, then I also believe they will succeed in their undertaking."

"Railroad freight rates in this country as a whole have been lower in the past than in any other country in the world, and that fact has con-

tributed not little to the wonderful development and prosperity of the United States. Railroad rates and charges in the United States today, notwithstanding the fact that they have been greatly increased within the last four years, are still relatively lower than in any other country in the world, and when the readjustment which we are now going thru has been accomplished I am confident that railroad rates and charges in this country will still be lower than in any other country in the world."

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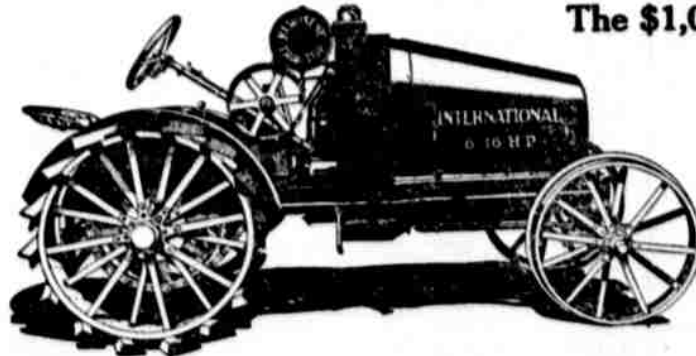
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