

CAR SHORTAGE AND NEW LUMBER RATES

Subject Presented Before the Council of Linn County Granges

GREAT LOSSES SUFFERED BY SKY-SCRAPER DICTATION

Evil Results of Long-Distance Manage- ment of the Harriman Properties-- Farmers Will Demand Better Traffic Conditions

Tangent, Feb. 7.—There was a large attendance here Saturday at the regular monthly session of the Linn County Council of Patrons of Husbandry, some of the delegates driving 20 miles to be present, and the 13 granges of this county were well represented. The ladies, as is the custom of the grange, served a dinner and in the afternoon there was an open meeting. The council was called to order by President Geo. L. Burbank, who made a very neat opening address. He is a member of Oakdale grange and a masterly presiding officer. After announcing the standing committees for the year, the choir rendered some beautiful songs while the young people, who served the dinner to the delegates, partook of their share at the "second table," which was so bountiful that it is no pipe dream to say the farmers of Linn county are the best fed people in the world.

Prominent Men Present.
Among the audience were members of the legislature and substantial farmers who are often seen in county and state conventions of the great political parties. County Judge Palmer was present from Albany and it was on his invitation that Col. E. Hofer, president of the Salem Commercial club, had been asked to be present and make some statements of the prevailing car shortage and the advance in freight rates, especially on lumber, that were so much complained of by the shippers and sawmill men. Mr. Hofer stated that the retiring president of the Salem Chamber of Commerce, Hon. Henry B. Thielsen, had recommended the investigation of the transportation conditions, and the club had appointed a committee to gather information, and that the club had been overwhelmed with complaints from produce shippers, flouring mill men, sawmill men, and others too numerous to mention.

The Farmers.
Col. Hofer said this was not an agitation against the interests of the railroads but an effort to get better service and improved conditions, which he conceived were in the true interests of the railroads themselves. He caused a great deal of amusement by asking his audience to imagine for a time that they were not just plain common everyday farmers, but railroad magnates—railroad maggots, as Foreman Pat Prunty used to call them—and he would address them from the standpoint of their interests. He warned them that they could not depend for correct views upon the great commercial centers which always got the best terms anyway. The great commercial centers were always timid, and in the time of the American revolution would have sold the liberties of the colonies at any time for favors from the tries of Great Britain. The commercial interests of New York and Boston were on the side of the slave holders almost to the close of the civil war. Help in any great crisis could only come from the great mass of the independent citizenship on the farms and from the people of the rural communities and the laboring men of the country.

Big Newspapers Indifferent.
Swayed by commercialism, the metropolitan newspapers could not be relied upon to fight against oppressive industrial conditions. When a reform was almost accomplished, they would sometimes turn and rend the cause of the people to whom they owed their existence and influence. The people must rely on themselves and must get possession of the facts and start a movement that would

give them relief beyond the interference and manipulation of the commercial influences of big cities. The conditions prevailing in Western Oregon were a financial injury to the men whose complaints by the hundreds he held in his hands. The warehouse man's injury was taken out of the farmer. Shutting down of sawmills hurt the retail dealers and falling off of orders hurt the wholesaler and caused a falling off in railroad traffic.

Rights of the Railroads.
He was not there to assail the rights of the corporations. He had been their defender and had enjoyed many courtesies at their hands. He deplored the conditions, and they were in no way traceable to the neglect of the Oregon railroad officials, but some faraway traffic management had for years been bringing on a car shortage at the very time in the fall when cars were needed to move the crops to market most advantageously. On top of a depression in the lumber market had come car shortage and on top of that an advance of about 60 per cent in freight rates that shut the interior sawmills of Oregon out of the best markets of California, the natural market for Oregon products and Oregon lumber. He cited one railroad official who knew the car shortage was coming last spring and ordered enlarging the capacity of the Mill City mill stopped and it came as he predicted. Railroads knew as well how many cars would be needed to handle the grain and the lumber as the warehouse men knew how many sacks they needed for the fall business.

Many Instances Cited.
Letters were read from many shippers in the Willamette valley showing how the car shortage restricted their market, compelled them to refuse the farmers' grain, and forced them to sell at Portland when they could sell to better advantage in the California market. Statements were read showing that while the shippers lost from fifty dollars to many thousands in loss of markets, interest and insurance, in the end there were much greater losses to the farmers. Individual losses from flouring mill men in Western Oregon running into thousands of dollars in loss of sales, payment of insurance, interest, and loss of customers and trade that it had taken years to build up, worked an incalculable injury to these industries and indirectly destroyed the best market for the farmer which he would have under better service. The speaker humorously said if his audience were only common farmers they might locate the blame and find a remedy, but as railroad managers they probably had some theory on which they could explain it all away.

Sawmills Suffered Terribly.
The new lumber rates were an advance of many dollars per thousand feet—so many that he said they were a practical embargo on operating sawmills in the interior of Western Oregon. A group of fifteen small sawmills in one locality of Linn county had been all compelled to suspend, while many of them had advance orders for all the lumber they could saw, but not even the largest lumber dealers in San Francisco had been able to secure car service to get the lumber out of there. The speaker did not believe in government ownership, but was told that Linn county had great difficulty in getting lumber at one time and notified the sawmill combine if they did not furnish lumber the county court would operate a sawmill itself, and that brought them to time. The repressive and

restrictive policies of some of the great corporations were driving the people to Socialism and anarchy.
Making All Property Unsafe.

He declared where railroads had made a freight rate and had operated under that for a long time they had no right to arbitrarily raise that rate to a point where it became discriminative and prohibitory. It became prima facie a just and reasonable rate. They had informed the commercial club that they had been hauling lumber at a loss. Where was the proof of this? In all reports they showed larger and larger earnings. In all states of the Union lower passenger and freight rates had produced increased net earnings. A railroad manager had stated that the new freight rates had been put up higher to lower the shipments of lumber and that that would relieve the car shortage. That was equal to burning a house to get rid of tenants. If the little sawmill men of Western Oregon were driven out of business on such policies, and had their business ruined, they would become desperate and no law can protect property against desperate men. In parts of California and Montana unwise railroad management had driven men to use dynamite, and he pleaded with them as railroad magnates to avert conditions that would leave no man's property safe.

Losses in One County.
In one county on account of the car shortage and the increased lumber rates over a thousand men had been driven out of employment, an excelsior factory closed, and a large tanner driven to go out of business. Was this protecting the industries of Western Oregon? Was this the way they proposed to build up the state? There was a nigger in the woodpile, else why on top of hard lines for the lumber business had the rolling stock been diverted from Western Oregon, and the rates made prohibitory? Holders of timber claims in Salem were parting with them for a song, and big syndicates were grabbing them up for a small fraction of what they were worth. Was this the purpose of the creation of the franchises under which these common carriers existed? The time would come when the rights of the smallest shipper to fair and reasonable car service and fair and reasonable rates would be established by law even in Western Oregon. The smallest jerkwater sawmill had rights that the president of the \$400,000,000 Harriman syndicate ought to be compelled to respect.

What Should Be Done?
The speaker said he could go on for hours showing the actual cash losses to shippers from car shortage and the injury done by prohibitory lumber rates. But the question was what was to be done? Members of the grange once familiar with the conditions could discuss this matter in their subordinate granges. The people in their primary capacity were equal to dealing with any problem. No new political party or any revolutionary proceedings was necessary. The plain American business horse sense and ordinary political sagacity would be found availing. It was in the interest of the Harriman properties themselves that these conditions be changed and a better service instituted that ought to be more satisfactory to the business man, the shipper of produce and the lumber manufacturer. The mere agitation of the McBride bill in Washington had brought great advantages to the shippers and farmers of that state. While he did not recommend that bill, some action was necessary.

Conference Had Been Promised.
The speaker said the Salem Commercial club had been working to secure a conference between the shippers and the traffic managers of the railroads. The difficulty was beyond the control of local officials or attorneys. Interstate traffic managers had caused the disarrangement of our industrial conditions. The labors of such officials as Messrs. Markham Miller and Coman, and other local managers had brought wonderful benefits to our industries. The transportation company could bless or blight. The stroke of a pen of some soft-fingered traffic manager in a distant city could paralyze all the industries of Western Oregon dependent on railroads. The people must protect themselves by taking hold of the right end of a large-sized club and using it effectively. Oregon had been exceedingly generous with the railroads and deserved better treatment and when the matter was fully discussed and properly presented he believed that former conditions and better service would be restored.

A Preliminary Conference.
A preliminary session of the traffic managers has been held at Chicago, but the conditions in Oregon were not reached. The commercial club has little to hope from that conference, as it will deal almost entirely

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Wanted to Buy.—On the installment plan, a house in the eastern part of the city or suburbs, not to cost over \$1000, containing not less than seven rooms. Address at once "D," Box 338, Salem. 2-4-2t

I Want.—Lodging houses, grocery stores, business houses, chances of all kinds, dwellings, etc. Leave your property with me, G. A. Hurley, over the Weller grocery store. 2-1-mon-tues

Market Quotations Today

"Make Salem a Good Home Market"

Capital City Mills Quotations.

Bryant & Pennell, Preps.
Wheat—77c.
Buckwheat—80c.

Poultry—at Steiner's Market.
Chickens—\$3@10c.
Eggs—Per dozen, 25c.
Turkeys—12½@15c.
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Hop Market.
Hops—19@22c.
Potatoes, Vegetables, Etc.
Potatoes—35c.
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Dried Fruits.
Peaches—10c.
Apricots—10c.
Apples—10c.
Petite prunes—4c.
Italian prunes—5c.

Wood, Fence Posts, Etc.
Big fir—\$4.00.
Second-growth—\$3.50.
Afr—\$3.00 to \$3.75.
Body oak—\$4.50.
Pole oak—\$4.00.
Cedar posts—12½c.

Hides, Pelts and Furs.
Green Hides, No. 1—5c.
Green Hides, No. 2—4c.
Calf Skins—4@5c.
Sheep—75c.
Goat Skins—25c to \$1.00.

Grain and Flour.
Wheat, Salem Flouring Mills, export value, 70c.
Oats—\$1.05 cwt.
Barley—\$1.19 per ton.
Flour—Wholesale, \$3.60.

Live Stock Market.
Steers—3½@3¾c.
Cows—3c.
Sheep—2¾c.
Dressed veal—6½c.
Dressed hogs—6c.
Live hogs—4¾c.
Mutton—2½c per pound.

Hay, Feed, Etc.
Baled cheat—\$10.
Baled clover—\$10.
Brass—\$20.
Shorts—\$21.50.

Creamery and Dairy Products.
Good dairy butter—20@25c.
Creamery butter—30c.
Cream—separator skimmed, at Com. Creamery, 30c, net.

PORTLAND MARKET.
Wheat—Walla Walla, 73c.
Valley—78@80c.
Flour—Portland, best grade, \$3.75@ \$3.85; Graham, \$3.75.
Oats—Choice White, \$1.07@1.10.
Barley—Feed, \$20 per ton; rolled, \$21.

Millstuffs—Bran, \$18@18.50.
Hay—Timothy, \$16@18.
Potatoes—50@60c.
Eggs—Oregon ranch, 37½c.
Poultry—Chickens, mixed, 10c@ 10½c per pound; spring, 11c turkeys, live, 12@14c.

Mutton—Dressed, 6@7½c.
Pork—Dressed, 5½@6c.
Beef—Dressed, 5@6½c.
Veal—7@9c.
Hops—24@27c.

Wool—Valley, 17@18c; Eastern Oregon, 12@15c; Mohair, 32@35c.
Hides—dry, 16 pounds and upwards, 15 to 15½c.
Butter—Best dairy, 20@22½c; fancy creamery 30c; store 15@15½c.

with transcontinental rates east, and affecting intermountain business. The advance in rates from Oregon mills to California and the car shortage in Western Oregon are questions that relate almost entirely to the local business of the Southern Pacific.

The grange can render a great service by taking up the subject and merely familiarizing its members with the facts, and they ought to be placed in convenient and available form into the hands of every farmer. He knows when he is hurt financially and these losses from car shortage and injury to our markets and industries are a greater tax on the producer and business men than all other taxes and losses combined.

LOST AND FOUND.

Taken Up.—Dark Jersey cow. Inquire of Fred Geller, four miles west of Turner, Or. 2-5-1wk*

Found.—A black chain purse, containing some money. Call at The Journal office, prove property and pay for ad. 2-6-3t

FOR RENT.

For Rent.—Nine-room house, 4 blocks from court house. Hot and cold water, bath. Reasonable rent, at 90 High street. 2-6-3t

For Rent.—From April 1st, good pasture for cows; running water. Inquire of Dr. F. E. Slater, North Capital street. 2-3-1wk *

FOR SALE.

Dry Fir Wood for Sale.—M. A. Budlong. Phone Main 2331. 2-6-3t

For Sale.—Dry fir wood. Enquire of S. Kightlinger, at Water Company's office. Phone 51 Main. 2-6-3t

For Sale.—Fresh milk cow, four others soon to be fresh, also a second-hand 3½-inch Studebaker wagon, all complete. A. G. Smith, near Pringle school house, Route 5, Salem, Oregon. 2-5-3t*

For Sale.—Ten young Buff Plymouth Rock chickens, at a bargain, if taken soon. A. F. Hofer, Jr., Salem, Oregon. 1-5-6t*

For Sale.—I have a few cords of dry oak wood. Anybody wishing the same leave orders with D. A. White & Son. E. O. Price. 2-2-3t*

For Sale.—Or trade, a fine 10-acre chicken or fruit ranch; first-class buildings and improvements; close to school, postoffice, store and railway station. Will trade for city or unimproved farm property. Address "W. J.," Care Journal. 11-5

Choice Farm For Sale.—Three miles northwest from Brooks, having dwelling house, barn and two hop houses, with 30 acres of hops, balance farming land, with running water, except enough choice timber to supply the place. M. J. Egan. 11-12-tf

For Sale.—Improved and unimproved block property in South Salem. For information inquire of E. Hofer, Journal office. 10-9-tf

For Sale.—Eighty acres of land in Washington county, for \$450. A bargain for some one wanting to make a home. Some timber on the place; some cleared. E. Hofer, Salem, Oregon. 10-6-tf

MISCELLANEOUS.

I want a nice residence—for Eastern parties. What have you? G. A. Hurley, over the Weller grocery store. 1-30-1t

If you have—Farm property to sell, leave it with me. I also have a real estate office in Independence, Polk county, and a fine list of farms and business openings. Office with W. H. Holmes, over the Weller grocery store. G. A. Hurley. 1-30-at-mn

If You Wish Collecting Done—Leave your accounts with the G. A. Hurley Collecting Agency, over the Weller Grocery Store. 1-28-tf

Salem Barbers' College.—I desire to give notice that I expect to open, about February 15th, in Salem, a first-class Barbers' College, when I will take a limited class (15) and teach the art of barbering, guaranteeing to make first-class workmen in a three-months' course. For further particulars inquire at Bunce's barber shop. A. J. Daniels, proprietor. 1-28-1wk*

Moler's Barber College.—Of Salt Lake City, offers advantages in teaching the trade that cannot be had elsewhere. Avoid schools the Oregon and California barbers' new laws are apt to close at any time. Write today for our special offer to distant students. 1-23-1m*

Say—Have you tried Edwards & Lusher's for meats. We have the best sausage in town. Come and try it, and be convinced. 410 East State street.

Salem Truck and Dray Co.—Oldest and best equipped company in Salem. Piano and furniture moving a specialty. Office 'phone, 861. W. W. Brown & Son, proprietors. Office No. 60 State street. 9-1-1m

Dr. Z. M. Parvin.—At 297 Commercial street, upstairs. Singing school. Rudimental and sight reading classes. Begins Wednesday evening, October 14th. Class every Wednesday evening to May 1st, next. Tuition, \$1.00.

Dissolution Notice.—Notice is hereby given that the partnership heretofore existing between Watt Shipp and Paul H. Houser, under the firm name of Shipp & Houser, has been dissolved by mutual consent, Paul H. Houser retiring. Watt Shipp will continue the business, collecting all accounts and paying all bills. Watt Shipp, Paul H. Houser, Salem, Or., Jan. 15, 1904. 1-15-tf

MISCELLANEOUS.

Unique Cleaning Rooms—Shaw & Johnson, the cleaners, are now located at 309 Commercial street. They do a general pressing and repairing business. Specialties: Skirts, silk waists, kid gloves, gents' clothing, etc. Phone 2614. 5-28-1yr.

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Dr. I. W. Starr.—Office in Bush & Brey building, over Oregon Shoe Store. Office hours, 9 to 12 a. m. and 2 to 5 p. m. Calls attended in city or country. Residence 'phone 2355 Red. 1-5-tf

Dr. W. S. Mott.—Will hereafter be found in the Brey block, 275½ Commercial street, over Oregon Shoes Co. Office telephone, 2381; residence phone, 2751. Office hours 9 to 12 and 2 to 5.

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Undertakers.—We carry the largest and finest line of undertaker's goods in the city. Prices to suit all. Black and white horse. Prompt, reliable. Save money by calling at No. 107. A. M. Clough, A. J. Baney. 1-16-tf

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W. Calvert, Practical Watchmaker.—158 State street, makes a specialty of repairing watches, clocks and jewelry, and guarantees good work at reasonable prices. 11-12-1yr

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Ferguson's Restaurant.—35 State street. Open day and night. Our 20c meals are better than any 25c house in the state. Six 20c meals for \$1.00; 21 20c meals for \$3.00.

LODGES.

Olive Lodge, No. 18, I. O. O. F.—I. O. O. F. Hall, Saturday each week, at 7:30 p. m. B. B. Herrick, Jr., N. G.; Frank F. Toews, recording secretary.

Salem Camp, No. 118, Woodmen of the World.—Meets in Holman Hall every Friday at 7:30 p. m. P. L. Fraiser, Consul. Wylie A. Moore, Secretary. 1-12-1yr

Protection Lodge—No. 2, Ancient Order United Workmen, meets every Saturday evening in the Holman Hall, corner State and Liberty streets. Visiting brethren welcome. J. G. Graham, M. W.; J. A. Seilweid, Recorder.

Valley Lodge No. 18, A. O. U. W.—Meets in their hall in Holman block, corner State and Liberty, every Monday evening. Visiting brethren welcome. Roy McIntire, M. W. A. E. Aufrance, Recorder.

Central Lodge No. 18, K. of P.—Castle Hall in Holman block, corner State and Liberty Sts. Tuesday of each week at 7:30 p. m. H. H. Turner, C. C.; W. I. Staley, K. of R. and S.

Foresters of America—Court Sherwood Foresters No. 19. Meets Friday in Turner block. H. G. Meyer, C. R.; A. L. Brown, Sec.

Modern Woodmen of America—Oregon Cedar Camp No. 5248. Meets every Thursday evening at 8 o'clock. Holman Hall, E. E. Matten, V. C.; A. L. Brown, Clerk.

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