

By H. G. Taylor, Manager Public Relations, Car Service Division,
American Railway Association

In the fall of 1922 and the spring of 1923 three developments of national standing significance occurred. First a young man, by the name of Donald D. Coffey, a shipper's representative and a student of agricultural problems, was engaged by the railroad industry to act as liaison between the American Railway Association to act as liaison; second, a group of farmer organization representatives and shippers from Minnesota and the Dakotas visited Washington, made the acquaintance

board from the was the blinked. and their and their tions that Shippers, submerged wings and proposals for involving the name the North-ard. Leard. Last substituted. cars. This ce to pro-cher. Regional second or allowed al-Board, covers the roads, Wyo-and Idaho and Other rished until such organ-United nities perfect-Association vice pres-

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10:30 o'clock. The program
basket dinner will consist
readings, sports for the ch
ladies and a ball game. M
Downie, general manag
Kansas Wheat Marketing A
and a member of the Wor
Conference Committee, will
the meeting. Everybody is
invited to come and help
day.

G. R. Gundy, Co. Pres
G. R. Gundy, Co. Pres
G. R. Gundy, Co. Pres

"We're all much alike and those who dislike would like to reform them."

Barrett Commends Various Schemes to Aid Planters, But Says Salvation Lies in Their Own Hands

at bottom, reformers m. guaranteed to destroy the enemies of the farmer. "With it all, and these things have been going on in about the same way for years, the farmer finds him-

4). Charles Hanzlick, Co.

The Kansas Union Farmer

Published Every Thursday at Salina, Kansas, by THE KANSAS BRANCH OF THE FARMERS EDUCATIONAL & CO-OPERATIVE UNION 119 South Seventh Street

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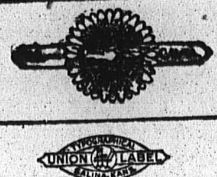
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Notice to Secretaries and Members of Farmers Union of Kansas. We want all the news about the Locals and what you are doing. Send in the news and thereby help to make your official organ a success.

Change of Address—When change of address is ordered, give old as well as new address, and E. F. D.

All copy, with the exception of notices and advertising, should be in seven days before the date of publication. Notices of meetings can be handled up until noon Saturday on the week preceding publication date.

Communications and Questions—Communications are solicited from practical farmers, members of the F. E. & C. U. of A., are at liberty to ask questions on any phase of farm work. Answers will be either published or mailed.



THURSDAY, AUGUST 18, 1927

THE RAILROAD'S FIASCO

When, during and immediately following the World War, all of our facilities were taxed to their utmost to meet our needs it was strikingly apparent to the American farmer that factories and transportation and finance are essential to civilization, equally with raw materials and food supplies. It needed no argument to convince a man who had waited for months for a grain car which failed to come, that railroads were important to him? Nor did it require argument to show him the vital relation of the factory to himself, when an order for a piece of machinery or other commodity had to be placed months in advance, and might then not be filled.

Farmers have always been willing that other groups should make reasonable profits. They have never, even when they were in majority, refused to any legitimate business a fair profit. So they consented to the erection of the highest tariff barrier ever set up in the history of the United States, the centralization of financial control, and a virtual guarantee to the railroads of earnings of 5 and 4 per cent net on their valuations. That wage-earners might be protected in their hard-won advantages, no protest was made against the Immigration Act. Indeed, it was supported. The farmer wanted everyone to share in America's prosperity—manufacturers, bankers, railroads, wage-earners.

There is now a well defined suspicion in the minds of the farmer that this generous good-will toward others became the basis of his own undoing. It was a grim and ghastly joke which was played on him, when the "return to normalcy" was proposed. Other groups gently but firmly refused to pay the return fare, but were unanimous in their belief that Reuben would buy tickets to rail. He had been so anxious to have them prosper that it would pain him to see them lose it, or any part of it. So the costs were charged to him, and the process of collecting was begun. It was a very substantial bill, and the farmer watched his share of the national wealth decline rapidly as the payments were exacted.

It may be that those who planned the joke did not themselves realize to what consequences it would lead. But if they did, how they must have chuckled at the result. The farmer has never developed what is called a "poker face." He cannot conceal his own emotions. What a picture it has been, as surprise and disappointment have given place to dismay and consternation! But these practical jokes have been in their happiest mood in the role of comforters. With what mock solemnity they have assured the farmer that his trouble is due to his extravagant living—he drives an auto, perhaps, and has been caught now and then in a picture show. Or he lacks industry. He expects to get a living out of two or three months work each year. The fault is his own, and he must "depend upon his own initiative" as President Coolidge assured him in the veto message.

To use a different illustration, he had helped everyone else rear the walls and and roofs of their sheltering homes, and hang the doors, before the winter came. Now, in the midst of winter with every door closed against him, he could only tramp about in the outer shelter of their safe houses, which were being warmed by the very materials out of which he had hoped to build his own shelter. Their comfort was at the cost of his material resources! What a handy neighbor to have around in summer—so useful, so good-hearted. But what a downright nuisance to have him tramping about in winter and spoiling one's sense of well-being with his moaning and complaining. Still, one can hardly help laughing, he is so ludicrous, shiftless fellow, he ought to look out for himself.

Ordinary figures lose their value here. No one can really conceive the extent of this tragedy to the farmer. Ten thousand million—twenty—nearly thirty thousand million dollars of his resources disappeared. Up and up piled the burden of his debt—to about eleven thousand million dollars. The effect upon the individual is probably best pictured by the story which Mrs. Mairs told on the witness stand in Wichita. Starting in with a small cash capital she and her husband, despite hard work, diversification, economy, expert advice carefully followed (they were already experienced in farming, having grown up on the farm), were unable to make ends meet. Gradually their equipment wore out, steadily their debts increased. Now the husband works for wages, while she and the small boys carry on the farming. By this, and the most rigid economy and self-denials, they hope to pay their debts and get back to where they were 5 or 6 years ago. What a ghastly joke it was!

It was inevitable that some others should have suffered also. But almost without exception such

cases have been on the part of those immediately dependent upon the farmer, and whose suffering began only when the farmer's resources were exhausted. Some four thousand banks failed, mainly from "frozen assets," but their assets did not freeze as long as the fuel of the farmer's property held out. The fire burned on everyone else's hearth until the farmer's house-building material was consumed. A slowing down of business, however, begins to be apparent, and there is some uneasiness. It might be well, someone suggests, to look into the matter. Perhaps, since the farmer's resources are broken and consumed, someone else may be willing to share in the burden.

So, since transportation lines are among the most prosperous of all the sheltered groups, and since they deal to so great an extent rather directly with agriculture, the congress of the United States by resolution opened up the entire grain rate structure for adjustment. This action was for the express purpose of relieving agriculture of its burden of transportation costs, so far as it could be done without injustice to the carriers. There was no threat of injury involved. Even the farmer, after all he had suffered, only asked for a decrease in rates if it could be given fairly. He believed that the Kansas carriers were unduly prosperous, and that they had had an undue influence in the last to extend and make permanent their advantage. session of the legislature—that they were trying. But now the matter was to be reviewed by an impartial court, and a bit of relief seemed certain, and the farmer was still without resentment. He knew the railroads were vital to him, and he wanted them to have what was fairly theirs. In view of what had happened to him he had no reason to anticipate that others would now refuse to give a little relief, if it could be done with no injury to themselves.

Did the carriers accept the proposal in good faith, basing their showing upon necessary operating costs, and present income? They did not. Such an attitude would have been good strategy—good business. It would have entitled the carriers to that public good-will which they have insisted they were anxious to cultivate. The farmer would still have been without resentment. Men get drunk easily on a prosperity won at the expense of others. Nothing else seems to make one lose all sense and judgment so completely as does "succeeding" by the direct failure of someone else.

A very old story tells of a King upon a great throne who by the fortunes of war or through threat of extermination was enabled to have without pay the labor of a very considerable people. They were set to public works. They built cities. They dug canals. The more they did the prouder and more arrogant became the King. The heavier the burden they bore, the more of them who withered and died under it, the more cruel and callous the task-masters, became. When at last they dared to ask only a small boon—a thing so small, so small, for all the scars and toil and endless graves—the King grew purple in his rage. He would break this thing once for all! The audacity of these slaves, to ask a favor! Pile on the load! Ply the lash! Beat, goad, kill! He would teach them to accept what he granted, and lick his feet for very gratitude! Poor fool! He lost all he had and died a fool's death.

"A decrease in rates? We demand an increase. Not a minor one, but something substantial—something big and worthy. Ten million a year we ask from agriculture, in addition," said the carriers. Insolently, almost, the demand was made. An imposing array of henchmen, hired to enforce their will, prepared to wield the lash. Wealth, talent, experience, influence, all were theirs. They were drunk with their success, won while the farmer failed. The throne was very secure, and the slaves very helpless. But the farmers did not submit, they did not crawl—they revolted. The results of that memorable hearing in Wichita will not be known for some months, so far as the decision of the I. C. C. is concerned, but the outcome of that fight will be a revelation to the carriers. We have been submissive, but that was yesterday. Governor Paulsen suggested recently that "The Railroads and corporations in Kansas are riding for a hard fall." The prophecy will be a reality sooner than he supposed. Farm organizations in Kansas are closer together today than ever before, thanks to the carriers. They have a more definite program for joint action than ever before. They have a higher regard for their fighting strength. They are not political organizations, but one need not be a prophet nor the son of a prophet to predict with certainty that there will be a greater unanimity of political action than heretofore in a generation. The lethargy which has characterized the past several years has gone. We were slapped awake, and no committee on Public Relations can lull us to sleep just now. And before we sleep again someone is apt to be nursing bruises. The farm organizations employed Clyde M. Reed to defend the farmer against the proposals made by the carriers. An unassailable case was prepared. Farmers came to testify, came openly, came announced days in advance, came surrounded by their neighbors. Newspapers carried their testimony throughout the state. Farm leaders testified, both as to personal experience and from their actual knowledge of conditions. No one denied the truth of the testimony offered. At least no one but the attorneys for the carriers. In good time they would show, by farm witnesses, that agriculture was prospering. But they preferred to wait until September, and to introduce these witnesses 700 miles from home, where a vivid imagination and a rail road pass presence would be least likely to be embarrassed by the presence of one's neighbors. A profit was filed with the commissioner at once. If there were any farmers in Kansas who were willing to testify that the farmer could lose 30 billion dollars and not miss it the neighbors would not miss it. And so, rather reluctantly, the carriers introduced their witnesses. One testified that a farmer told him he was doing well. Another, who was getting oil royalties from his land also, had a total income about equal to that of a station agent in a small town. Another, who was particularly well-to-do, was getting a return of 4 per cent on his land by donating his labor and management. Reed's cross examination literally "blew them out of the water." Four farmers were down from Phillips county, but one of them led the other three gently to the station and purchased tickets home (with Union Pacific money), and sent them back the same day they arrived. The fourth one stayed over a day, but went home without testifying. Secretary

Brasted was there, and added points to his weight by the joy of anticipating the appearance of these witnesses—old neighbors of his. He has added further pounds by laughing ever since. What a fiasco the whole thing has been! The carriers have been "brassy, futile, furtive, ridiculous"—and there has been strong suspicion at times that they have been unfair and less than honest. Their chariot wheels have gone heavily; and the waters have been about them. But what a debt we owe them for slapping our faces and daring us to talk back! It will be a long time, probably, before another such legislature—another such administration—exists in Kansas. A different class and a higher type of men than some who are now members will be our legislature and the next candidate for governor will have other qualifications than a genial, kindly disposition. Farm organizations will come closer together. And already there is a manifest increase of interest in these organizations on the part of individuals. For the carriers the case was a dismal failure. For the farmer it was a complete awakening and a brilliant achievement, and a better condition is near at hand.

WHAT'S WRONG IN KANSAS?

The following editorial taken from the Kansas City Daily Star:

What's wrong in Kansas?

It is plain. The state has been sleeping on the job, so far as its state government is concerned. While Kansas slept the corporations and the corporation politicians, always subservient to the corporations, have been busy. They have tied Kansas in a poke, hard and fast, and the state is paying all that the corporation ask, which always is a plenty.

Down at Wichita at the railroad rate hearing the farmers of the state are relating to the interstate commerce commission tragic stories of the struggle Kansas farmers have been making for seven years to beat back from the wave of agricultural depression that overwhelmed them in 1920. It is not the story of down-and-out farmers, but of farmers who, under ordinary circumstances, form the backbone of Kansas agriculture, and are regarded, ordinarily, as the most successful farmers of the state. That story writes a chapter of Kansas history that has not been equalized since the days, sixty or more years ago, when the old pioneers endured suffering and hardships to establish the state.

On top of all the handicaps and burdens of the seven-year conflict the railroads now are demanding an increase of rates that will take 10 million dollars more from the farm pocketbook.

The towns have suffered along with the farmers. But the Doherty gas combine is demanding millions more in increased gas rates from the people of the towns.

The farmers are fighting against the railroads, and the people of the cities and towns are fighting the tribute exacted by the gas combine. Wichita and Hutchinson have opened war on the combine. They all seem to be fighting a lone fight, however, so far as the state government is concerned. There is no one at Topeka to pick up the strong club of government and bring it down on the head of the public utility combination that, everywhere, is reaching out the itching palm and exacting more, and more, and more.

Legislatures, under the leadership of corporation lawyers, backed by the corporation lobby, have denied the people laws that might have checked the corporations and made them subject to reasonable regulation.

With a strong, virile government at Topeka to protest and to fight the aggressions of the public service corporation during the past few years, Kansas would not now find itself tied in the poke. But, instead of fighting for the people the state government itself appears to have allied itself to aid the corporations to grab every penny that could be squeezed from the public purse.

That is what's wrong with Kansas today. It is up to the state to solve the problem, and it isn't like Kansas to lie down and take its medicine. It will find the way, there is no doubt, because there is every indication that the state is waking up from its long sleep of indifference to what has been going on between the government and the corporations.

A SAD OCCASION

A long distance call early in the morning, August 8th conveyed the news that death had just come to Alva L. Huff, my oldest brother, at the old home at Oronoque. It was his 59th birthday. For several years we have tried to get the whole family together on mother's birthday, Aug. 11, and I had planned on that this year. Instead of the happy occasion anticipated there was the funeral in the little church. For the past two years Alva had been in bad health, and though much time was spent in hospitals no relief could be found. All through this last night he was restless and ill at ease. At 3 o'clock he wondered if it would not soon be morning. At about 4:30 he asked if it was not growing light, saying he had never known so long a night. Then he fell quietly asleep, and dreamed, and it was morning and a new day, and there was no more pain, not night. For the former things were passed away.

TOO MUCH INDIVIDUALISM

Too much individualism and too little community effort is the ailment suffered by the farmers of America, according to Roger W. Babson, the famous economist.

"No other production business allows the dealer or broker to fix the prices of products. Only the farmer takes what is offered whether profitable or not. Organized agriculture would not long submit to this system and yet less than 10 per cent of the farmers of this country are organized efficiently. Besides it is next to impossible to apply any farm remedies unless the farmers are either organized or licensed."

SECRETARY OF WHAT.

From the Des Moines Tribune-Capital. Secretary of Agriculture Jardine addressed a country life association in Michigan and said:

"We must assist the rural communities to achieve the highest possible standard of living on their income."

What a cautious soul the secretary of agriculture is.

And what a difference those last three words do make!

FARMERS' UNION MEMBERSHIP IS AMONG MOST PROGRESSIVE FARMERS

Membership in the Farmers Union was greater among progressive farmers than among non-progressive farmers, according to figures from a survey made last year and given out by L. H. Howell, of the department of agricultural economics, Oklahoma A. and M. college.

Information given by farmers in the cotton belt of Oklahoma in 1925-26 show that an owner farmer was 33 per cent more likely to be a member of the Farmers Union than was a tenant farmer living in the same section of the state.

Members of the Farmers' Union were greater joiners of other organizations, says Howell. The proportion of Farmers' Union was almost twice as great for members of the Oklahoma Cotton Growers' association as for farmers who were not members of this association. A farmer who was a church member was almost 20 per cent more likely to be a member of the Farmers' Union than was a farmer who did not belong to any church.

The proportion of farmers who were members of the Farmers' Union was two and one-third times as great for the group of farmers who had the highest rate of accumulation of wealth from earnings as that for the group of farmers who had the lowest rate of accumulation of wealth from earnings.

The average annual accumulation of wealth from earnings was more than twice as great for the farmers in the southwestern part of the state as that for those in the eastern part of the state; and the proportion who had membership in the Farmers' Union was almost six times as great among farmers in the southwest part of the state as among farmers in the eastern part of the state.

It is not assumed that membership in the Farmers' Union was wholly responsible for the differences found, but the fact that the organization had as members men who have demonstrated their ability to make wise decisions is sufficient evidence that the organization merits the serious consideration of farmers.—Oklahoma Union Farmer.

CORN QUITE PROMISING

The farmer probably faces more hazards in his business than does anyone else. From the glowing stories carried just now by the newspapers one would conclude that every farmer who planted corn this year would gather bountifully. In a good many places planting was delayed by wet weather. Cut worms were very destructive, and a great deal of replanting was necessary. This late corn is not very likely to yield well. Cultivation was difficult at a critical time in some areas, and weeds hurt the growth of the corn. In parts of the Northwest moisture has been deficient lately, and drainage has resulted in country blowing soil partly filled the lister ditches right after planting, carrying weed seed. These weeds came up along with the corn, and could not be covered up. Many of these fields will not make any considerable yield. Hail has destroyed an unusual amount of corn, one storm in northwest Kansas having destroyed completely, as reported, the crop on 240 quarter sections of land. It is one of the hazards of farming, that through no fault of his own the individual farmer is often without a harvest, even when the crop in the aggregate is satisfactory. Barring an early frost Kansas will have a good corn crop.

BUT GEORGE BABBITT OF MAIN STREET CRITICISED LINDBY'S FATHER

Recall Sinclair Lewis' "Main Street," the book that held up to ridicule the small town? The town was Sauk Center, Minn., Lewis' own home town. Well, we no longer need to measure that town by its well known product, Sinclair Lewis. Lindbergh, too, is a Sauk Center product. The town cheapened by Lewis is now glorified by Lindbergh.—E. E. Kelley.

DR. BRADFORD KNAPP IS VERY KIND

Mr. C. E. Huff, President Kansas Farmers' Union;

Dear Mr. Huff:

Permit me to express my very great appreciation of your recent visit to this institution on the occasion of our annual Farmers' Week. Your address was a type of address which I very deeply appreciated. It had a fine, old fashioned sentiment often missing from addresses of farm leaders these days, and did not fail to point out the important problems so needing our attention.

Very truly yours,
Bradford Knapp, Pres.

CATHEDRAL BUILDERS

Last summer I sat for hours in the vibrant stillness of the great cathedral at Chartres. As my eye roved over the exquisite traceries on stone and the enchanting colorings in glass, I relived the radiant days when this ancient house of prayer was built. The men who built Chartres were not in a hurry.

They were not artisans under the lash of a contractor.

They were artists under the lure of the creative spirit.

They were singularly unworried by the wage problem.

They worked, not so much for hire, as for holiness.

They were not making beauty that they might make money.

The stone-cutter's chisel and the saint's rosary were alike symbols and instruments of devotion.

Each blow for beauty was a blow for God.

Before their sense of the divinity of their toil professional and social distinctions disappeared.

The artisans performed their work as a religious observance.

The nobles, taking the place of their horses, hauled stones from the quarries for their cathedral to the magic rhythm of chanting priests and swinging censers.

If machine civilization cannot recapture this sense of the divinity of toil, it is doomed.—Dr. Gelm Frank, President of Wisconsin University.

Thirty-five per cent of the energy of the fuel burned in a gas engine is carried off as heat by the cooling water.

FIFTEEN YEARS AGO

Hon. W. A. Beard of Sacramento, Calif., made an address at the Third National Conservation Congress held in Kansas City, Mo., Sept. 25-27, 1911. Extracts from that address follow:

I believe I was expected to talk on co-operation among farmers, but upon careful consideration I was impressed with the fact that co-operation among farmers is fundamentally the same thing as among persons engaged in other pursuits.

Co-operation is little understood by the great majority of our citizens; the full measure of its possibilities is comprehended by comparatively few. Because there have been many and conspicuous failures, and because abuses have marked the administration of some so-called Co-operative Societies, the average citizen is disposed to regard co-operation as an impractical dream, and in consequence the really excellent progress is being made in the face of distrust that should be removed.

Co-operation is a demonstrated success. The movement is a world movement. In this country they are doing business in almost every state. In most places it is an important factor in social and moral advancement. The modern co-operative movement, commenced less than a century ago and began to assume importance about 1840. The earliest beginnings of co-operative business enterprises as we know them were the establishment of a little store at Rockdale, England, in 1844 and the founding of a Co-operative Society in Germany in 1849. The pioneer in agricultural co-operation was the rural credit society of Germany, the first of which was organized in 1862.

I mention these dates because they were the starting point from which has grown, in the comparatively brief period of 65 years a vast web of co-operative enterprises encircling the earth. Mr. Henry W. Wolff in "People's Banks" says: "The year 1849 saw opened two vastly different roads to wealth, the California gold fields and the principles of Co-operative banking." There are 24,000 Co-operative Agricultural Societies in Germany of which about eighty per cent are federated in one great organization and all of which are closely associated with the rural Co-operative banks, two which they owe their origin.

In Denmark Co-operation is a National Trait.

A great stride forward will have been made when in every state of the Union there are laws requiring that equitable distribution of the profits of Co-operative endeavor, control of societies by members, publicity of all important facts and confining the use of the word "Co-operative" to concerns that meet these requirements. Good laws alone will not solve the problem. Some associations are eminently successful under the ordinary corporation laws, some will fail under any legal system that can be devised.

The successful conduct of a Co-operative Society requires intelligent business capacity and honesty. I know of no plan of co-operation that is "fool proof nor do I know of any legal safe guards that will render it safe from those whose methods are of the dark lantern and of the jimmy."

The America citizen everywhere is paying a tribute from which there is but one avenue of escape—the adoption of Co-operative methods of doing business.

As long ago as 1912 National President Barrett was telling us that:

If the great American farmer doesn't get his rights from the great American Politician in this year of grace 1912 he will voluntarily throw away the best opportunity he has had for 50 years.

That with leaders and privates alike fighting for their political lives the farmer has a chance for his day in court.

That if every American farmer will urge action on specific measures upon his congressman or his senator he will find both gentlemen as receptive as the receiving teller of a new bank.

That you have the whip hand. Keep it. Don't swallow the old and new dance your congressman may hand you, that personally he favors this or that bill but he is in minority. The minority that can't make itself felt is not fit to be a majority. That in this critical political year, they've got to take a stand flat-footed, one way or other. The fences of every party are reeling and rocking. They won't support Straddlers.

That 1912 is the time par excellence for the farmer to capitalize his voting power, to the end of securing his rights as an American citizen.

Note—No wonder President Barrett is such a expert lecturer on this subject, just think of the many years he has been practicing.

W. F. Ramsey of Mitchell county suggested that each farmer raise potatoes for at least family consumption, instead of sending \$20,000 out of the county to buy this commodity.

The editor apologized for being about 500 papers short of the March, 1912, issue although he had ordered 1,000 extra copies printed.

THE FARMERS DISEASE

Our Local Union has been organized for over one year. We have done a great deal of business with profit to ourselves. But when it comes to acting in a line a little different from which we have been accustomed, we have a dreadful disease. It is this: "It's no use to try, we can't do anything." We were discussing the anti-gambling bill and when we were talking over the threshing and harvest hand problem some of our most influential men were attacked with this disease. When a doctor wants to find out the kind of disease you have, he asks where the pain is worst, and proceeds to perform an operation.

Now when we get the "no use to try" disease the other fellows proceed to perform an operation on our pocket-books and take out everything that has "In God we trust" on it and also steals our motto "E Pluribus Unum."

Now I believe if we would take a great big dose of "try" that we could prevent this operation. It seems to me that this harvest hand problem is pretty easily remedied. It is not because the farmers raise the prices on each other that such high prices are paid. I know of cases where men engaged their hands at \$2.00 per day and before he could leave town another man would come along and offer this hand \$2.50 and get him and then the first man would wait his chance and offer him \$3.00 in order to get him. Couldn't the farmers agree on a reasonable price and not raise each other? The hands that come in to harvest want work and if the farmer will give him a reasonable price he will work just the same.

C. D. Wilson,
Stockton, Kas.

NEWS OF THE RECENT RATE HEARING AT WICHITA

This space will be used each week to reproduce the evidence on both sides of the Freight Rate case that has been in session in Wichita, when the Railroads proposed a raise in the rates. This has been requested by a member in view of the fact that it is more apt to be read in the Kansas Union Farmer than the daily papers.

CLYDE M. REED STARTS BATTLE TO AID FARMER

Shows Depreciation in Profits of Agriculturists Compared With Gains of Great Railway Systems

FIGURES CITED IN TESTIMONY

"Farm Problem" Not "Bellyache" of Unsuccessful But General Condition of Whole Industry

Is Kansas enjoying real prosperity or playing Polyanas for herself and the neighbors?

In seven years that have seen in the United States the greatest industrial advancement and prosperity in the history of the world, bank deposits in Kansas actually have decreased. \$36,000,000 and \$37,000,000, or nearly eight per cent.

In the same period deposits in all the banks in the United States have increased 11 billion dollars, or nearly 30 per cent.

Eight per cent decrease in Kansas bank deposits. Thirty per cent increase in bank deposits for the entire country.

Is that real prosperity in Kansas?

By CLIP STRATTON
Staff Correspondent.

Wichita, Kan., July 28.—Freight rates on farm products should be lowered, not hiked another 10 or 12 million dollars a year in Kansas.

Seven Kansas farm organizations, with Clyde M. Reed of Parsons as their chief counsel, started trying to prove this to Commissioner Ballou of the Interstate Commerce Commission and two examiners here today. The Kansas farm organizations probably will require until next Thursday to complete their testimony and exhibits.

The groundwork for next week's arguments against the railroads' application for increased rates was laid by Reed himself in an opening statement, and by five witnesses, Sen. Charles H. Butler of Frankfort, a farmer; Mrs. Helen Mairs of Altamont, a farmer's wife; R. E. Anderson, manager of the Parsons Farmers Union cooperative stores in Phillips county; O. A. Edwards of Goodland, president of the state board of agriculture; and E. L. Barrier of Eureka, a farmer and stockman of Greenwood county.

Talk Is Not "Bellyache"
Reed started out to show that the much-talked-of "farm problem" is not a "bellyache" from unsuccessful farmers, but really is an acute agricultural depression affecting an entire industry. In his 15 minutes on the stand—the railroads didn't at Reed's first cross-examination—Reed produced figures from the United States department of agriculture, from the Kansas board of agriculture, from the Tenth district federal reserve bank, from the state bank deposits in Kansas in 1920, Reed read into the records, were \$457,463, 593. In 1927 these totals had dropped to \$420,950,875, a decrease of \$36,512,718 or eight per cent.

Not Kansas Alone
"This condition does not apply to Kansas alone," said Reed, "but you will find it exists in all agricultural communities."

In other words, it is not the farmer who is a failure that is hit by existing conditions; it is agriculture as an industry.

On the other hand, during the period from 1920 to 1926 deposits in all the banks of the United States grew from \$37,683,563,000 to \$48,882,296,000 an increase of \$11,198,733,000 or 29.7 per cent. Average freight revenues of the six principal railroads of Kansas for the three-year period, 1914-16 were \$248,472,696. The average freight revenues for these same railroads for the six-year period, 1921-26 were \$509,325,753, or an increase of nearly 104 per cent.

Income Is Small
Average value of total farm production of Kansas including live-stock for the three-year period from 1914 to 1916, inclusive, was \$363,553,218. For the six-year period, 1921-26 the average was \$413,828,503 or an increase of less than 14 per cent.

Why, Reed argued, should another 10 or 12 million dollars a year be taken from the industry that shows an increase in reapportioned dollars of less than 14 per cent, and added to the revenues of a business that shows a gain in revenues of more than 100 per cent—more than doubled—in the same period.

Reduction Is 20 Per Cent.
From the Washington Reed cited in a truck load of figures, percentages, and decimal points showing a reduction of 20 per cent in net farm income in the fiscal year just ended. Included in this mass of figures is

the following summary of farm incomes for the fiscal year:

"Compared with earnings for the preceding year, the wages per farm family declined nearly 10 per cent; wages paid to hired hands increased 20 per cent, while the earnings of factory employees were as high as in the preceding year. Compared with their respective earnings in 1919-20, the average farm family earned thirty per cent less, the hired laborer about 14 per cent less, and the employed factory worker about one per cent more.

Earnings Very Small
"Considering farm operations as a business enterprise, it appears that the average farmer earned as much as the average factory worker earned during 1926-27 less than three per cent on a shrinkage market value of his capital, having earned around four per cent in 1925-26 and six per cent in 1919-20.

"Comparable returns on the capital invested in the corporate industries including manufacturing, mining and quarrying, construction, transportation and other public utilities, trade, public service and finance—appear to have been around 13 per cent during the past two calendar years, or at least three times the earnings on agricultural capital."

The first two witnesses the farm organizations introduced indicated two solutions for this farm problem, so far as the individual is concerned, but offering little hope for the industry as a whole.

Teach School and Live.
"My oldest brother," she said, "is on the faculty of the Texas Agricultural college. My other brother is teaching at the Kansas State Agricultural college at Manhattan. One sister is teaching chemistry at the University of Colorado, and my other sister married a member of the faculty at Iowa State College at Ames, a married farmer, and my husband and the children are working on a road construction gang trying to stave off the foreclosure of a chattel mortgage on most of our stock and furniture. It falls due next month."

Section Is Recommended.
"If you railroads can provide enough work," he said, "the farm tenants all would be better off than they are now if they were working on the section, and a lot of them have done that."

There are. For the farm owners' children—teach school. For the farmer's tenant—work on the section. If enough of them do that, the farm problem might adjust itself.

Mrs. Mairs was a colorful and intelligent witness. She told how her husband and herself started farming in 1920, across the road from her father's farm. Husband had tried oil and mining to beat the farming game, but had guessed wrong on both, so they came back to the farm. They had accumulated a real estate mortgage and a chattel mortgage in the process.

Went Behind First Year
The Mairs started out with \$267 cash, and later got another \$225 cash as equity for a town house for gold in mining and oil. They rented 160 acres, intending to pay down \$500 at the end of the first year as first payment on the purchase of the place. At the end of the year they figured up—receipts \$438 at the bank, the banker agreeing with them that the money was going into capital—sows and cows—and would be a good investment. At the end of the second year, the banker realized his loans were not an investment, and that the similar loans to other neighbors also were not investments. "Then the banker said simply, 'Go did eight other banks in Labette county. No crookedness—just frozen' loans on farms and farming operation."

Made Own Suit for \$1.60
These farm women are wonderful. Mrs. Mairs looked clean, healthy, well but simply dressed. She is secretary of the local Farmers' Educational association and the union is trying to keep the children on the farm. She made her suit herself for \$1.50 for the goods and 10 cents for the binding. She had made her own hat—75 cents for the frame, and \$2.25 for the other material.

Farmers, before seeding, get my latest improved Climax Fanning Mill and Seed Grader with elevator attachment to run grain into wagon box, or smut treating machine. It cleans and grades seed from alfalfa seed to corn. Having bought a lot of material at a big discount I am offering mills made from it at a low price while they last. Write for circular giving price.

Wm. Sullivan
337 S. 11th St. Salina, Kansas

"Wouldn't it be better for the children to go to the city and just the problem that way?" asked A. B. Enoch, general attorney for the Rock Island.

"We don't think so," said Mrs. Mairs. "Neither would you if all of them went."

"What have railroad rates to do with it?" Enoch came back.

Catch It Both Ways
"We pay them going and coming," said Mrs. Mairs, "and every time they are increased we get less for our products, and pay more for what we buy. They are a factor. There was no more cross examination of Mrs. Mairs.

The rules of the farming game have been turned upside down in the past seven years, according to State Senator Butler of Frankfort.

"They used to claim and it was correct, that the way to realize on corn was to feed it and sell the corn as beef or pork," says Butler. "The average price of corn the last seven years has been sixty-three and one-half cents a bushel. When fed to hogs it brought 15 cents a bushel, and to cattle it brought forty-four and one-half cents a bushel."

Fertilizer Is Expensive
"For the last seven years the manure produced by feeding corn to cattle has been a very expensive fertilizer."

The tenant on a Marshall county farm worth \$32,000 in 1926 would have paid out \$307 more than his income, Butler claims, and in addition would be out the use of the \$32,000 invested in the farm. Under cross examination he produced his books, verifying every statement he made. His figures on farm operations ended his cross examination.

Anderson, the Farmers' Union manager from Phillips county was another intelligent witness. The union also has three banks in the county, as well as its eight stores, which by the way sold just three pieces of farm machinery this year.

More Cross-Examination
"But you have had a series of bad years," it was pointed out.

"Yes," said Anderson, "but in the past 10 years we have shipped more grain than in the preceding ten years. The farmers' 80-cent dollar, high railroad rates, high taxes, high prices for what he produces, have had more to do with his condition than crop failures in the county."

Bert Barrier's testimony was more of the same. Bert is a good farmer. He was raised on a farm. He rented for five years prior to 1907. Then he bought his first farm. For the next 12 years he got ahead, and bought a few more farms. Now he is fighting to hold them.

Reed and Enoch Clash.
A clash between Reed and Enoch enlivened the hearing today. Reed asked the witness if the freight to Kansas City was not a factor in the price received for grain at the local elevators.

"So you've got back to that again," sneered Enoch across the table. "I am going to ask the commissioner," said Reed, "to reprimand the counsel for the railroads. He can object to any questions if he wishes, but I won't stand for these remarks directed at me."

Commissioner Meyer went straight up in his chair.

"The commissioner," he declared, "will decide when anyone is to be reprimanded. This is the most unusual and regrettable proceeding, I hope nothing like it occurs again."

JUNIOR HIGH SCHOOLS
There are 1,374 centers of population under 2,500 in the United States having junior high school organizations of one type or another. The United States Bureau of Education has recently been studying certain phases of this class of educational development in rural and small communities, with the result that defects in the systems have been pointed out. Good roads and improved transportation have doubled the distances over which pupils can be carried to school.

SEEING THE MAHARAJAH
The Maharajah of Kashmir is "some shiek"—he wore jewelry worth \$20,000,000 for his recent coronation and rode a gigantic elephant bearing a throne of solid gold. He is in the movies, and what is best of all in the new "home movies," which the Amateur Cinema League says numbers 70,000 members.

HOW CO-OPERATION RESCUED TRANSPORTATION
(Continued from page 1)
perhaps more unsatisfactory than ever before. Freight movement was slow to the point of stagnation. It took three and four months for a car of lumber to make the trip from the Pacific northwest to Kansas. Not only did traffic move at snail-like pace but shippers never knew when to expect it, nor did railroad men dare to make promises when it would arrive. Conditions could hardly have been worse. Note, now, what happened in 1923. This year exceeded all other years in tonnage moved and for nineteen weeks in the fall one million cars were loaded weekly. And, wonder of wonders, there was no shortage anywhere in the United States! Freight moved promptly and with certainty. Lumber made the trip from the northwest, not in three months, but in eight days! Commodities frequently arrived in advance of the billing. Shippers got cars as soon as they were ordered. Western crops moved to market as rapidly as was desired.

Bringing the story down to date, it reads still more like a fairy tale. In 1926 the railroads broke all previous records in volume of tonnage handled. Whereas for the first time in their history they loaded one million cars in a week in 1926, in 1926 they loaded over 55,000,000 for the year, or an average of a million cars for

every week in the year! Again there was no shortage. This record-breaking traffic was moved without congestion, without car shortage, without delay and to the complete satisfaction of shippers everywhere, as is attested by the reports made by the leading regional and board meetings throughout the country. The transformation challenges credulity, but is a matter of such universal knowledge as to be undisputed. In the opinion of Secretary Hoover it is "probably the most outstanding single industrial accomplishment since the war." And in 1927 the achievement is being continued. Service, almost one hundred per cent so far as complaints are concerned, is being maintained.

As has been indicated a number of factors have contributed to this result, but underlying and supporting them all, has been the principle of co-operation. Energies hitherto expended in controversy, wasteful reprisals and futile individual effort were suddenly concentrated on the common problem of understanding and trust. The parties emerged into a sunlit clearing of goodwill and together they attacked the job. Perhaps grim necessity and self-preservation were responsible at first for the quickening of the spirit of adversity. No matter the cause, the lesson has been well, if rather bitterly, learned. Both sides are now quick to concede the benefits of working together. Shippers and railroads, the bush and the counsel table, and in perfect good humor negotiate their difficulties. Even better, they pool their ideas and then join in common action to execute them. Taking the old transportation machine and lubricating it with understanding and made it function like a new one. In that connection it is important to bear in mind that so far as the number of cars and locomotives is concerned there are no more today than in 1923. As to engines there are actually 2,900 less and as to cars only a few thousand more. New and more powerful locomotives have been purchased, to be sure, but to replace obsolete and worn engines. Over a hundred thousand new cars have been acquired, but almost 550,000 cars have larger carrying capacity. In addition to these and other improvements in rolling stock, testing \$2,000,000 of new railroads have been added, and other improvements \$2,100,000,000, making a total of \$4,550,000,000 in six years. Such substantial expenditures for plant improvement cannot, of course, be regarded as a waste of money. The situation is free to admit that without the splendid assistance of shippers this money investment would have been far less potent than it was.

And what did the shippers do? First of all they made themselves acquainted with all the facts. They learned the railroad men's information. This led them to lend sympathetic ear to every suggestion made by railroad men for bettering things. They loaded and unloaded cars promptly, they endeavored to load to capacity, they did not order cars in excess of their demands and thus cause needless delay and empty mileage, they placed their orders as far in advance as possible, they cooperated in loading foreign cars as fast as they could, they conserved local equipment, they kept railroad agents advised of their present and future needs, they gave their time to gathering data and compiling it into estimates so the railroad men would have accurate information upon which to plan for the future. As a result of these intelligent efforts towards making full utilization of the railroad plant the average miles each car moved per day was increased from 27.8 in 1923 to 34.4 in 1926. That the car load per day was increased from 34.5 in 1923 to 35.1. These increases appear small but when applied to the entire traffic of the country count heavily in general results. For example, the increase of 6 ton in the loading per car is equivalent to over 700,000 carloads or 30,000 cars. The increase in the miles per car per day of almost three miles is equivalent to saving many thousands of cars. The increase in the efficiency accomplished has prompted the Car Service Division to make a recommendation to American railroads that they reduce the number of coal and box cars by 100,000. Thus the successful efforts of shippers and railroads to make the use of the old machine has already resulted in a substantial reduction of expenses. A continuation of the united effort will ultimately make American transportation not only better but cheaper.

There is not space within the compass of this article to tell all the story of the benefits flowing from co-operation. The discovery that it is possible for two great interests like shippers and carriers to work together has opened the way to go some way beyond the strict limits of transportation and take up related problems of mutual interest. For instance, orderly marketing has come in for attention and it has been found that the railroads can render invaluable assistance in smoothing out the flow of agricultural products to the points of consumption. In Colorado receipts of range cattle at the Denver market have been leveled out by a system of advance information being furnished by the railroads to representatives of the cattle growers and the latter, thus informed, are able to avoid glut and price-breaking congestion. Those in close touch with the industry can make better use of the industry's several hundred thousand dollars by this plan. A similar plan is in effect with respect to sheep from Idaho and Utah and growers of grapes, grapes and raisins. Prune and raisin growers are experimenting in this fashion this year. Producers have found the railroads willing to render every assistance possible. The possibilities in this direction are unlimited.

Co-operation has vindicated its superiority over every other remedy in the field of transportation. It is too much to hope that other stubborn industrial and agricultural problems will yield to its magic touch and the knowledge gained in this great realm may be applied to business generally, to the profit of us all?

Department of Practical Co-operation

We are changing the policy of this department, beginning the first of the year. The Meeting Notices that have appeared here to fore were 100% local for 1926. At this time we are showing only those that are 100% for 1927. All 100% local for 1927 that wish their meeting notice to be published will receive this service free of charge. Local that are not paid up in full but want their meeting notice published can have space in this department for One Cent per word per week.

ALLEN COUNTY
LIBERTY LOCAL NO. 1145****
Meets the second and fourth Friday of each month. Ray Wilson, Sec.

SILVER LEAF LOCAL NO. 2155****
Meets the 2nd and 4th Wednesday of each month. Mrs. M. A. Fender, Sec.

DIAMOND LOCAL NO. 2081****
Meets the second and fourth Friday of each month. B. C. Farish, Sec.

ALLEN CENTER LOCAL NO. 2155****
Meets the first and third Tuesday of each month. Mrs. Jno. Page, Sec'y.

FAIRVIEW LOCAL NO. 2155****
Meets the first and third Wednesday nights of each month. Chas. L. Stewart, Sec'y.

CHASS COUNTY
COTTONWOOD VALLEY LOCAL NO. 1833****
Meets the 2nd and 4th Wednesday of each month. L. K. Graham, Sec.

CHEBOKEE COUNTY
NEUTRAL LOCAL NO. 2108****
Meets the first and third Tuesday of each month. C. A. Adkinson, Secretary.

OWSLEY LOCAL NO. 2004****
Meets first and third Thursday of each month. Joe Farmer, Sec.

CLAY COUNTY
FOUR MILE LOCAL NO. 1128****
Meets on the second Wednesday of each month. Wm. Tomlinson, Sec'y.

COFFEY COUNTY
SUNNYSIDE LOCAL NO. 2144****
Meets on the second Wednesday of each month. Mrs. H. B. Lusk, Sec.

DOUGLAS COUNTY
CARGY LOCAL NO. 2131****
Meets the first and third Thursday of each month. R. E. Titcher, Sec.

ELLIS COUNTY
ADVANCE LOCAL NO. 1833****
Meets on the first Monday of each month. F. E. Svoboda, Sec'y.

LIBERTY LOCAL NO. 2255****
Meets every first and third Monday of each month. Ed Mos, Sec'y.

TRIVOLI LOCAL NO. 1901****
Meets the first Monday evening in each month. W. H. Fleming, Sec'y.

ELLIS COUNTY
HAYS LOCAL NO. 864****
Meets the first Friday in each month. Alternating Pleasant Hill at 7:30 in the evening with Hays Court House at 2:00 in the afternoon. Frank B. Pfeiffer, Sec'y.

EXCELSIOR LOCAL NO. 805****
Meets the first and third Monday of each month. Joseph L. Weber, Sec.

PLEASANT VALLEY LOCAL NO. 1304****
Meets the first and third Monday of each month. Frank Helmeyer, Sec'y.

GREENWOOD COUNTY
NEAL LOCAL NO. 1311****
Meets the first and third Friday of each month. J. C. Graves, Sec.

GOVE COUNTY
PARK LOCAL NO. 1311****
Meets the last Saturday of each month. Jas. Hein, Sec'y.

JEFFERSON COUNTY
PLEASANT VALLEY LOCAL NO. 1304****
Meets the first and third Wednesday of each month. Wm. T. Flinn, Sec.

JOHNSON COUNTY
SHARON LOCAL NO. 1744****
Meets the last Friday evening of each month. Mrs. Gustie K. DeVault, Sec'y.

BUCKLEY LOCAL NO. 2073****
Meets the first Wednesday night of each month. Roy Edmonds, Sec.

MARSHALL COUNTY
SUMMIT LOCAL NO. 885****
Meeting second and fourth Wednesday night each month. Nels Samuelson, Sec.

OTTAWA COUNTY
SAND CREEK LOCAL NO. 435****
Meets the second and last Friday of the month. Walter Lett, Sec.

ROCK ISLAND LOCAL NO. 1195****
Meets the first Tuesday evening of the month. Gen. Truitt, Sec.

GRAND VIEW LOCAL NO. 1311****
Meets on Friday night every two weeks. Esther Shorman, Sec.

RUSSELL COUNTY
SAND CREEK LOCAL NO. 804****
Meets the first and third Friday of each month. A. Wilson, Sec.

SMITH COUNTY
OAK CREEK NO. 1185****
Meets at Stuart the second Monday of each month. H. J. Schwarz, Sec'y.

STAFFORD COUNTY
UNION LOCAL NO. 2015****
Meets the second and fourth Friday of each month. J. W. Batschman, Sec.

WAGON COUNTY
VODA LOCAL NO. 742****
Meets the fourth Friday in every month. Arthur Remmer, Sec-Treas.

WARREN COUNTY
FREEMONT LOCAL NO. 2014****
Meets the first and third Friday of the month. A. W. Elsenmenger, Sec.

LYNN COUNTY
HERYNK LOCAL NO. 1427****
Meets the first and third Tuesday of each month. Henry Eden, Sec.

LOOKS LIKE SUND CROP INSURANCE
Plan Being Worked Out to Protect Grower to Extent of His Actual Expense on Crop.

One of the most interesting of the new things which have developed this year, agriculturally is a crop insurance plan, apparently much more safe and practicable than any previously brought out.

It is not really correct to refer to it as developed this year, as Mr. A. L. Sowers of Topeka and others interested, have worked on it a much longer time. Crop insurance has been an almost constant study, in fact with Mr. Sowers, who began it when he was a wheat farmer some 20 years ago. As he had of a hail insurance company (in his studies of crop hazards and insurance against the same) the practices he developed, constantly were subject to the tests of actuality that, through experience, he came to know what could and what could not be done along this line.

"It is not possible to offer a policy of insurance," says Mr. Sowers, "that will show the farmer a profit in the event of crop failure, neither is it feasible to guarantee any specified yield, but, by guaranteeing the actual cost of production, assuring the farmer pay for every day he works and protecting him against loss of seed, he can, through the next years, keep even and on a debt."

Often it is necessary for the farmer to procure a loan from his banker for planting and harvesting expense. Should the crop fail it is necessary that the banks carry a heavy over to the next harvest. This insurance enables the farmer to establish credit and protect the banker on his loan. If a good crop is raised all reasonable indebtedness can be taken care of and in the event of crop failure the farmer and his creditors are supported by insurance to the extent of actual expense.

So far the plan is worked out only for insuring wheat although the company is chartered for general crop insurance. In working out an accurate basis for determining the cost of insuring wheat against loss of production costs Mr. Sowers compiled and used tables, showing by counties and zones, in Kansas, actual acres harvested, average yield per acre, average price per bushel, value per acre, etc., for each county covering a period from 1911 to date. This schedule has become known as a crop mortality table. The detailed plan and tentative form of policy take into account these costs, yields and risks.

Besides the variations in the amount of insurance, per acre, that will be carried for different localities or zones, a difference will be made dependent upon the methods of planting, time and kind of preparation given to the seed-bed, etc. That is, the insurance company will take into account so far as practical, and as scientifically as possible, all the factors affecting yields, costs and risks, upon which it has been able to obtain statistics over a period long enough to make averages reasonably conclusive.

While this is a business venture, pure and simple, planned to give employees and investors reasonable returns, it is believed by some viewing the project from the outside, that it will do something for the community life of the wheat country. That is, it will help the smaller man on the land, who has no reserve capital and whose income must be wholly from the land. It is men of this class, more than any other, (whose children help to fill the country schools and whose presence is needed for whatever measure of farm diversification local conditions warrant) who, by natural crop hazards, have been placed at greater disadvantage and whose business will be lost stabilized by a practical, conservative form of crop insurance.

How would you like to be the average American farmer? His farm is 315 acres. His investment \$16,308. His average net return for 1926 was \$1,133.

He could make more than that driving a street car, getting regular sleep, not worrying about weather, lame horses, sick cows, rust on wheat, bugs on potatoes, blight on orchards, etc. The puzzling question is "Why is a farmer?" Capper's Weekly.

The smallest electric motor ever designed develops slightly more than one millionth of one horsepower. It is used in synchronous clocks and timing devices.

FANNING MILL



Farmers, before seeding, get my latest improved Climax Fanning Mill and Seed Grader with elevator attachment to run grain into wagon box, or smut treating machine. It cleans and grades seed from alfalfa seed to corn. Having bought a lot of material at a big discount I am offering mills made from it at a low price while they last. Write for circular giving price.

Wm. Sullivan
337 S. 11th St. Salina, Kansas

STOCK MARKET

FARMERS UNION LIVE STOCK COMMISSION
Kansas City, Mo., Aug. 11, 1927.

Two men were to be electrocuted in Boston today for a crime committed seven years ago. Every avenue of escape has been open to them. The evidence has been reviewed by the highest courts in our land. Still there are those who claim they are innocent. Demonstrations are being made against our government—bombs thrown, etc. But another spirit has been granted them. Patient America.

STEERS—Very little change in fat cattle although there were a few real choice yearlings that sold at 14 cents a pound, new top for nearly two years. Bulk of the good to choice cattle are bringing 12.00 to 13.50, yearlings in best demand, plain 10 to 11 good 12 to 13 cents. Bulk of good yearlings sell at 12.00 to 13.25, fair to good 10.50 to 11.50, shortfords 9 to 10 cents. Strictly choice wintered grassers fully steady, best selling at 10.50 to 11.50. Lighter weight grassers that are a little short on flesh are 25 to 50 lower for the week, bulk of this class selling at 9.50 to 10.50, with plain at 8 to 9 cents.

STOCKERS AND FEEDERS—Feeders very slow, little outside demand, but stockers are 25 to 50 higher, best bringing 9.75 to 10.75, fair to good 8.25 to 9.00, plain 7 to 8 cents.

COWS, MIXED YEARLINGS, HEIFERS & BULLS—Butcher market steady for the week: Choice heavy drylot cows 7.25 to 8.00; bulk of heavy grassers 6.50 to 7.25, light weights 5.50 to 6.50. Good demand for canners and cutters, canners 4.35, cutters 4.75 to 5.00. Mixed yearlings about steady, one fancy load bringing 13 cents; bulk fat yearlings 11 to 12 cents. Stock cows steady, whitefaced 5.75 to 6.50, reds 5.00 to 5.50. Whitefaced heifers 6.25 to 6.50, red heifers 5.75 to 6.25. Bulls steady to weak.

CALVES—Market dollar higher again this week, top veals today 14.00. Fat 800 to 400 lb. calves 10 to 11 cents. Stock calves steady, choice whitefaced steers 9.25 to 9.75, reds 8.25 to 8.75.

HOGS—Market uneven today, finished 20 lbs. down steady to strong, others slow, steady to 10 lower, top 10.50 on 170s to 180s, bulk desirable 10.50 to 11.00, 190s to 200s 10.25 to 10.45, 210s to 220s 9.25 to 10.10, 250s to 350s 8.00 to 9.15, light lights mostly 10.15 to 10.40. Packing sows 6.90 to 7.50. Stock pigs 9.50 to 10.50. Stags 5.50 to 7.50. You will note a big spread in prices now.

LAMBS—Higher market. Lambs steady to 15 higher today, sheep steady. Colorado lambs 14 cents, bulk 13.85 to 13.90. Best natives 13.40, bulk 13.00 to 13.25. Colorado ewes 6.25 to 6.60.

UNION LIVE STOCK COMMISSION
CHICAGO MARKET
Week's Top Heavy Steers \$14.65;
Light Steers \$14.10; Yearlings 14.00.

Choice and prime heavy cattle are steady with the high time this year. Yearlings also selling at the high point. One car of real choice 1420 pound Herefords from Clinton County, Iowa, made this week's top price \$14.46 on Tuesday. The best done on lightweight steers this week was \$14.10. This is 25c under the price at which Farmers Union sold 1170 pound steers belonging to Mr. J. J. Murphy of Iowa City, Ia., last week. Grassy fed steers are mostly 50 to 75c lower than they sold two