

FARMERS' ELEVATORS

Methods of Relief From Extortions of Grain Dealers

There are always two ways of doing anything—a right way and a wrong way.

There are frequently two desirable ways of doing some things—a good way and a better way.

There are two ways open to Nebraska farmers for relief from extortionate margins taken by grain elevators. Some persons will suggest a third way, and so we will notice that one first. It is the organization of local, independent farmers' elevator companies to compete with existing concerns. While it is conceded that as long as they last, they produce a temporary improvement, yet all experience, extending back for fifteen or twenty years, shows that in the end, the old, established concerns, in various ways circumvent the farmers local elevator companies, and the net result of past efforts in that line in Nebraska, is the destruction and utter annihilation of all the local companies except perhaps about a dozen and all of those except one have joined the grain dealers' trust or combine. Therefore, with only one truly independent farmers' elevator left, it may fairly be said that the system is a failure so far as any permanent relief is concerned.

The only other way to secure relief is for the farmers to form a strong co-operative company, whose size and financial standing shall equal or exceed the concerns now in the field, and which shall adopt all modern methods of grain handling. As remarked above, there may be two desirable ways—a good way and a better way—to accomplish a thing, and, applying the remark to the subject of grain handling by farmers, the good way is for them to organize a company such as is outlined above, but the better way is to unite with, and build stronger the one already organized and doing business. There may be those who desire the formation of a purely Nebraska line system, but if such an organization is attempted, it will be discovered that a vast amount of time, of energy, of sacrifice and of money will be required before a company can be capitalized sufficiently strong to meet the old companies on their own ground. Who is willing to put up the money, and spend the time, and stand the sacrifices and put forth the energetic efforts that will be needed before such movement can succeed? The company must be capitalized for and be able to do business up in the hundreds of thousands of dollars, and long before the cash can be secured to give the company a legal existence, more money will be lost to the farmers than sufficient to capitalize the company many times over. This because work can proceed in but few places at a time, and farmers at all stations are constantly losing on every load of grain marketed under existing conditions.

It will require, probably, twenty well equipped stations before a company could be said to be safely established. Suppose station A sets its capital ready for the proposed company, it must either "go it alone" for awhile or wait till B, C, D, etc., get their proportions of the capital ready to establish the company. If they "go it alone," they will find when the other stations are ready, that the "enemy" has been busy sowing discord in A, and probably enough opposition has developed to prevent that branch from co-operating with the others. This experience repeats itself at other points, and new station must be worked up to take the place of the deserters, till it is many months before the company can be established—and millions of dollars are lost to the farmers of the state.

The better way by far is for farmers everywhere to unite with the one organization that has succeeded in overcoming all the difficulties above mentioned, and has established itself in the world's market as a purely co-operative farmers' company, operating along modern lines, adopting modern improvements and methods, and placing their own grain in the markets of the world at cost, and realizing for themselves the profits that hitherto have been gathered by elevator middlemen. Such a company is the farmers' co-operative shipping association, with an authorized capital of \$200,000 and with over \$55,000 actually paid in

on September 1 of this year. The company operates over twenty grain elevators and double that number are preparing to unite with and make stronger this pioneer co-operative farmers' company. The association is now doing business in Nebraska, Kansas and Oklahoma, and has its own office in the grain market of the west—Kansas City, with its own experienced salesman in close touch with the world's market as presented by the board of trade in that city. The Farmer's Advocate cordially recommends Nebraska farmers to put their shoulders to the wheel of progress and unite with this association at once. It can be done without any of the delays incident to the formation of a separate company, or even of local and imperfect organizations, and the savings on the present crop will far exceed the cost of such branch associations. This office will cheerfully render any assistance in its power, and it is earnestly hoped that hundreds of localities will hasten to join the co-operative movement that has so much of profit in it for the farmers of Nebraska.—C. Vincent, in Farmers' Advocate, Omaha, Neb.

WHAT IS BEING DONE.

Those familiar with the work of the last legislature will remember how skillfully the republicans killed Senator Brady's bill, which would have made possible the building and successful operation of farmers' elevators, and how with equal skill the railroad republicans pushed through the Ramsey bill, which was foredoomed a failure because every essential of it had been passed upon adversely in the Elmwood elevator case in the United States supreme court years ago.

Chairman Weber and Secretary Faris of the populist state committee are at work securing information as to how extensively the movement for farmers' elevators has gone forward, and the present status of affairs. In some few instances the railroads have accorded fair treatment, but in the majority of cases there is a determined resistance to the movement.

James T. Brady, Albion, says: "We have a \$7,000 house completed and doing business for the past six weeks. Are hauling with wagons, as we have no spur."

H. Carper, Harvard, says they have a \$5,000 building; off the right-of-way. Have received fair treatment in matter of cars. Applied, August 13, 1903, for a site under the Ramsey law—nothing done yet. They are located between the Q. and the Northwestern, within four feet of the latter's right-of-way.

Fred Hoffmeister, Imperial, says there are no such elevators in Chase county.

Ed Westering, Ong, mentions the farmers' elevators at Harvard, Saronville, Edgar and Fairfield, Clay county, but says that at Ong they had enough members to build, but found they could not get a site and so dropped the matter.

Herman Freese, Pender, says there are no farmers' elevators in Thurston county, and none he believes, in the Eighth judicial district.

John W. Long, Loup City: No farmers' elevators yet. They organized in vicinity of Ashton, but so far their plans have not materialized, doubtless for lack of a site.

Herman Diers, Gresham, says the farmers organized last spring, but have not yet started to do business. He refers to elevators at Thayer and Benedict in York county.

Hason Turner, Pierce, says there are no farmers' elevators in Pierce county, but there are four "independents," all on the right-of-way: Pierce, \$4,500; Plainview, \$5,000; Osmond, \$4,000; McLean, \$4,000.

Theo. Mahn, Alma: "There was an effort made here to organize an independent company, but so far as I can now learn it has not succeeded, and farmers are shipping their grain the same old way. All the elevators are being glutted with grain and cannot obtain sufficient cars to move it." No independent shipping in Harlan county.

W. H. Bosse, Bloomfield: "We have a farmers' elevator at Bloomfield and also a new one at Wausa. Former is built on right-of-way and cost about \$3,200. Latter has a track built to it and cost about \$2,500. They have a good deal of trouble about car accommodations, however."

Robert Ransdell, Edgar, says the farmers' association bought an elevator from a Mr. Hart, and have had no trouble getting cars. He refers to other elevators in Clay county—Fairfield, Harvard, Sutton, Davenport.

Paul Bankson, Dorchester, says they are completing their farmers' elevator—the only one in Saline county, although there is talk of others at Crete, DeWitt and Western. Says these will fall if the "line" men can talk them out of the undertaking. Mr. Bankson says they paid no attention to the Ramsey law, but began operations just outside the right-of-way; then the railroad company asked them to wait a while and intimated that a site would

be granted. After some delay the agent was telegraphed to measure off a site—and a \$4,500 building is being erected thereon.

C. J. Coffey, Spencer, says there are no farmers' elevators in that part of Boyd county.

Dr. Robert Damerell, Red Cloud, says there are none in Webster county.

J. M. Whitaker, Falls City, says there are none in Richardson county.

C. B. Manuel, St. Paul, says there are none in Howard county. "So far it has only reached the stage of talk. The farmers have not been bled enough yet."

Who is a Christian?

Who is a Christian? He that lives to see

The betterment of all humanity.

He knows no creeds but that of golden deeds;

He owns no dogma but his brother's needs.

His daily life is one of honest toil; As merchant or an humble tiller of the soil,

Where'er his lines are cast, he works away

And emulates the Christ-life every day.

Who is a Christian? He whose soul is clean

Of thoughts unworthy and of actions mean;

Who lives as Jesus lives: the golden rule

He makes his teacher, and the world his school.

Behind him lie the centuries of wrong; He aids the weak and helps to crush the strong;

He sees on every hand the power of greed;

He preaches right and truth as his sole creed.

Who is a Christian? He who tills the soil

Of sin, and asks no guerdon for his toil;

Who lives to make the world a better place,

And has the sunshine of an honest face.

To him the rich and poor are all the same;

He does his deeds of mercy in Christ's name.

But in that other world his deeds will be,

Blazoned upon the throne throughout eternity. WM. FELTER.

Mound City, Kas.

United States Treasurer Roberts places the monetary stock of the country on June 30, 1903, including gold and silver, United States notes, treasury notes and national bank notes, but no certificates, at \$2,638,149,621, an increase of \$124,882,963 for the year. The increase in gold was \$60,137,401 and in national bank notes \$56,998,559. To this amount Aldrich and Fowler would add \$200,000,000 of rag baby, asset currency. No populist living, or ever lived, ever advocated such a wild inflation scheme as these men are doing. And these are the very men who denounced populists as lunatics when they asked for an increase in the currency at a time when the per capita circulation was less than half what it is now.

When some opponent of public ownership tries to frighten you by saying that public ownership of the railroads will fasten a debt of about eleven billions on the American people, just ask him who pays the interest and dividends upon the eleven billions of railroad stocks and bonds now? Undoubtedly the people who travel over the railroads and who consume products shipped over them. But government credit is better than the credit of any private corporation, no matter how big it may be; hence, Uncle Sam would pay a much smaller rate of interest on the eleven billions than is paid under private ownership—which would be a saving to the whole people.

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The story of the treatment of teachers in the Philippines have been so generally circulating among the teaching fraternity in the United States that the government will have to apply elsewhere if it gets any more to go there. Colonel Edwards, chief of the insular bureau, called for 150 teachers offering salaries from \$900 to \$2,000. Only forty-two applicants applied. Wouldn't it be a good idea for Colonel Edwards to apply to Spain? The kind of teachers he wants—teachers who will live on rice and bamboo sprouts and keep their mouths shut about any little oppressions that the Taft government sees fit to inflict, do not live in these states.

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