#### PUBLICAN NEWS ITEM CHAPLES L. WING, Editor.

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#### AS TO EXPORT PRICES

THE SHIPMENT OF AMERICAN RAILS TO ARABIA.

Farmers and Wage Earners Have Little Reason to Complain if Our Surplus Manufactures Are Sold Abroad Cheaper Than at Home.

No farmer's dog ever made more noise over a lost chipmunk than our hard siding champions of foreign industries are making over the loss by the Krupps to our steel rail monopoly of an order from the Mecca railway for 20,000 tons of steel rails. The price at which the order is said to have been taken is \$22.88 per ton at Beirut. This probably gives the steel rail monopoly about \$20 per ton in this country. The hearts of Miss Krupp and the other heirs of the great German gunmaker are supposed to bleed for the poor downtrodden American railroads, which are forced to pay these same monopo lists \$28 per ton for all the rails they put in their own tracks that the trust may sell rails abroad cheaper than

This interference with the Krupp profits has stirred Representative Richardson, a well known publisher from Tentressee, to introduce a bill in congress putting all trust made articles on the free list and reducing the rate of duly on all articles which we sell abroad more cheaply than here. But no chipmunk ever eluded the farmer's dog with more energy than Representa-tive Richardson in fleeing from a proposition to apply prohibition or increase of duty to foreigners who do to us what every American manufacturer should do to them "and do it first." However base the motive of the steel trust may have been, the action will result in remunerative employment for American labor, and Representative Richardson's bill is designed to take bread out of our laborers' mouths and reduce the profitable sale of farm produce in this ountry in order that European manu facturers may make more money.

Let us look at these sales to Arabia.

At \$20 per ton they bring \$400,000 into this country. Secretary Shaw says with substantial accuracy, "A foreign market for \$1,000,000 of manufactured products means a domestic market for at Teast \$800,000 of labor." On this basis the sale of the Mecca rails means to keep 8,000 men employed a month at \$40 each.

As much concern for railroad interests under the operations of the steel trust is continually expressed by openly and surreptitionsly free trade papers, a glance at the statistics in "Poor's Man ual of Railroads" will be instructive. Comparing 1896, the last full year before the Dingley bill, with 1902, we find that in 1896 the average charge on our railroads for carrying one ton of freight one mile, or the ton mile rate. was .821 cents, and in 1902 the rate for the same service was .764 cents, or a loss to the companies of .057 of a mill. This, applied to the tonnage of mill. This, applied to the tonnage of 1902, means that the railroads of this country handled their freight for \$89,-273,000 less than they would have re-ceived at the rates of 1896. The fall in freight rates was 7 per cent, and in the passenger rates the fall was 1 per cent. The total difference between the rates received on the business of 1902 and the rates that were charged in 1896, applied to the same amount of traffic, amounts to over \$93,000,000. And that sum must have gone into the pockets of producers and consumers.

On the other hand, the average price

of steel rails for 1896 was \$28, as it was in 1902. The dividends paid in 1896 on railroad stocks were \$81,528,154, and in 1902 they were \$15,10,19,537, a gain of about \$5 per cent. As no calamity hower will ever refer to these figures or admit that he has heard of them, they, with freight and passenger earnings, are put in tabular form:

1896. Freight rates, per ton mile Freight earn-0.821 0.764 - 6.94\$770,424,013 \$1,197,212,452 +55.40 2.032 2.012 - 0.98\$265,313,258 \$396,513,412 +49,55 paid on 81,528,154 151,019.577 +85.23 The table, which contains a great

deal of sound political economy, pre sents no foundation for a theory that the public has been injured by the price of steel since the passage of the Ding-ley bill. Nor have the stockholders of our railroads suffered, although it is perfectly apparent that if rails were lower the cost of maintenance would have been less. But the cost of rails, whether \$28 or \$8 per ton, has only a microscopic interest to either the producers and consumers of this country or the owners of railroad securities.

The export of these rails will have no tendency to increase the supply and decrease the price of wheat in the European market. All of the \$400,000 will add to the wealth of this country.
The \$320,000 paid for labor will be distributed from the iron mines of Minnesota to the docks of New York. As the 2,567 families of wageworkers, reper cent of this for food, over 8,000 national grange.

ige earners, if heads of families, will pend \$130,000 for food. Our farm-A will prebably get between \$100,000 and \$120,000 of this. Yet the farmer is told he is injured by keeping the price of steel rails up to the Wilson-Gorman standard. He is urged to believe that a reduction in the contract lieve that a reduction in the country's lieve that a reduction in the country's freight bill equivalent to \$1.10 per capita of every member of his family is a hardship to him, because rails are sold to foreign roads at less than our tolerably rich railroads pay, though he gets about half of the price received.

If this order had gone to Krupp what American farmer, laborer, store-keeper or professional man would have received a dollar of the money? It is

received a dollar of the money? It is because our railroad managers do not get all their political economy from enemies of American industry that they have just allowed iron and steel makers a reduction of 33 1-3 per cent on freights for export, "as during this lull in the domestic demand it would be good policy to keep the mills going by creating a foreign business." This is done that the employment of productive labor in this country may not be curtailed and prices in the farmers' near-by markets may not be diminished.

#### THE GRANGE

Conducted by J. W. DARROW, Press Correspondent New York State

GRANGE WORK IN THE WEST

National Master Jones Urges Patron to Stand and Work Together.

[Special Correspondence.] Having recently returned from a three months' lecturing tour and study of the conditions and necessities of the order in the states of Washington, Oregon and California, I determined to carefully study the trend of thought and work of the order in the several states of the Union and carefully note the conditions confronting the farmer's occupation in the various sections of our country with a view if possible of advancing the interests of the order to give greatest benefit to our membership in every section of our beloved country so vast in its territorial extent and so varied in climatic and local conditions Farmers who are engaged in a par-ticular line or specialty sometimes feel they are not so much interested in the condition of farmers in remote sections of the country who are engaged in entirely different lines of agriculture and therefore do not need to actively co-operate with them in securing just recognition of their respective rights in business and legislation.

It occurred to me that it was the duty of our great order to study the trend of thought and direct the minds of the American farmers along lines that will reach the conclusion that farmers of necessity must stand to gether and see to it that all branches or subdivisions of our great industry must stand together, work together, prosper together or suffer together for such failure. The duties and responsibilities resting upon our order and the part necessarily taken by the officers thereof more and more impress me with the duty and responsibility on them. Some of our members may sometimes forget the more serious and responsible duties of the officers of the grange and view the work of the lecturer as one of great personal pleasure to himself. Any one who goes out to lecture in the interest of our great Order of Patrons of Hus-bandry should no doubt make himself as agreeable and pleasant to the members and all others as possible, but he should never forget that he stands as the representative of the great principles of our order, the observance of which leads to broader and better citizenship, to more profitable agriculture and to the advancement of the general prosperity of a great nation.

Our first meeting in Oregon, held in the city of Portland, partook more of a national and interstate council of mem bers of the Order of Patrons of Husbandry, state and city officials and citizens and agricultural colleges and the public school interests of the great states of Washington and Oregon. The influence of this one meeting was felt in every portion of those states and at-tracted the attention of all the people to the work of the Order of Patrons of Husbandry, and I do not think it over states the matter when I say that the national character and great work ac-complished and to be accomplished by our order were understood and appreciated by all the people of the Pacific coast better than ever before. As a re sult of this one meeting a better feeling will obtain there between residents of city and country, the standard of coun try schools will be raised, a large increase of members to our order secured. and the farmer will have a higher ap preciation of his calling and his impor tance in the industrial activities and in

state and national prosperity.

AARON JONES, Master National Grange, Patrons of Husbandry.

The Ideal Grange.
I think that the ideal grange will be one which gives some attention to all phases of the individual needs—the social, the intellectual, the financial. C.e political and the moral or inspiring side. It is a mistake for any grange to permit any one factor to dominate. Nevertheless the grange finds people coming to it with all sorts of preparation for grange service, with all kinds of tastes and with all degrees of edu-cation. If it is to live and thrive it must deliberately cater to these varying needs.-Professor Butterfield.

Mrs. Brigham, wife of Colonel Joseph H. Brigham, assistant secretary of agriculture, d.-d in Washington on ported on by the bureau of labor as having average expenditures for all purposes of \$768.54 each, spent 42.53 Colonel Brigham is past master of the

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#### Williamsport & North Branch Railroad TIME TABLE. In effect Monday. Jan. 18th, 1904.

Read down Flag stations where time is marked "f" P. M. P. M. AMPMAM A. M. AM STATIONS. AM

.....Sonestown
.....Geyelin ¡Park
.....Eagles Mere
....Eagles Mere Park 10 15 6 58 4 30 4 00 12 29 10 00 7 30 Williamsport 6 50 10 21 12 41 5 38 5 38 10 31

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Accounts of Individ- James K. Boak, John C. Laird, E.P. Brenheltz, uals and Firms Solic-Peter Frontz,

John P. Lake, Daniel H. Poust, John Bull.

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ADVANCE.