THE WEEKLY DAILY SIGNAL.

INTEREST TO WOOL GROWERS

Secretary Frank H. Gooding Explains New Commerce Commission Rates.

On the 18th of April, 1913, the Interstate Commerce Commission handed down a decision reducing the rates on wool from the West, which is now in effect. It will have the wool growers of the range states more than a million dollars each year in freight rates. The reduction was not all that the growers of the National Wool Association asked for, yet they believe that the growers should be satisfied with the reduction that has been given. Coming at this time to the industry it is a decidedly big factor brought about largely by legislation for free wool it will enable them I am sure to encourage growers. In the last decade wool and mutton values, wages, cost of living and everything used in connection with the industry has been constantly increased in price until the industry is struggling under a load of increased expenses that it cannot carry. The reduction in wool rates is the first ray of light that the growers have seen for some time, as it marks a new hope for the industry.

The decision has been handed down in time for all the stockmasters of the West to receive the full benefit of the reduction of freight rates for the coming year. In some of the states the season is in full swing and it will be impossible to secure the benefit of the reduction in freight rates unless the wool is shipped at once. The Commission has announced that the reduction that has been granted must be done to enjoy the full measure of the reduction that has been given.

In having the schedule of the different roads in the West it will be impossible for me to give the exact reduction that has been made in the wool producing states, but in the short time we hope to be able to give the growers enough information that will enable him to make a very close estimate of the wool rate he must pay for the year.

The Commission has increased the minimum carload weight from 24,000 pounds to a standard 30-foot car for manned wool and mixed carloads from 24,000 pounds per car, to 30,000 pounds per car, based on a thirty-six foot car, with an increase of the minimum weight in proportion to an increase in the size of the car. The growers should take notice of this order for it means that their wool will have to be packed with more care than in the past if they contemplate to be loaded in the standard thirty-six foot car. It is believed it will be necessary to make wool sacks average at least 860 lbs.

In addition the Commission on this same point upon each continental line serving the wool territory have filed the rate to St. Louis and their formula an increase of 2 cents for every twenty-five miles west of these points. For instance, the old rate from Cheyenne to Boston was arrived up to $3.15 to St. Louis and 97½ cents from St. Louis to Boston, making the rate from Cheyenne to Boston $4.12½ in effect at this time. The new rate is made up as follows: Its rates, Cheyenne to St. Louis, 92 cents; St. Louis to Boston, 82 cents; through rate to make Cheyenne to Boston $1.74 as owing to the Cheyenne Blackmarket of 40½ cents a hundred on account wool. This Consolidated prescribes a basis rate of 18 per cent less than the actual rate, making the basis rate on wool from Cheyenne to Boston $1.15, a saving over the old rate of 59 cents a hundred.

If a grower living on the Union Pacific at Green River line will apply on all the railroads in the Western states the rate from Rawlins, North Dakota, Montana, Oregon, Washington and Idaho, to Boston, 82 cents; through rate to make Cheyenne to Boston $1.15, a saving over the old rate of 59 cents a hundred.

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Some of the most important elements in the decision is the requirement that wool in car load lots shall receive a fourth class rating from points in the Western classification to points on the Pacific coast. Our attorney, Victor O. Sorensen, has been working hard for this ruling, realizing that it would be a great benefit to the wool growers in Western Idaho and Eastern Oregon and in other states where the growers are similarly situated, as that with the new ruling we find that possibly all the wool growers west of Gooding on the Oregon Short Line will be able to take advantage of the fourth class rate and ship their wool to Portland and then by water transportation to Boston. From our figures we find that the rail water rate to the east will be 82 cents per 100 pounds and the all rail rate 97 cents per 100 pounds, a saving of 15 cents per 100 pounds.

For example, if the wool grower west of Gooding would want to ship his wool now to Boston he should take the fourth class rate to Portland and ship the water rate from Portland to Boston. From Shelton, Oregon, the fourth class rate is 42 cents; from Portland to Boston by water is 82 cents; through to Boston, 124 cents. From our figures we find that the rail water rate to the east will be 82 cents per 100 pounds and the all rail rate 97 cents per 100 pounds, a saving of 15 cents per 100 pounds.

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THE WEISER DAILY SIGNAL.

Mr. Merchant, Blow Your Horn!

Weiser merchants, come blow your horn;
If you don't it won't be blown.
The people wont flock
To buy your stock
If you never make it known.

So, Mr. Merchant, come blow your horn;
It's the proper business caper,
And the very best way
To make it pay
Is to blow it thru this paper.

...Signal ads. bring results.

USING YOUR EYES

Do You Think You Can Remember Everything You See?

THEN TRY THE PICTURE TEST.

Study For a Minute a Painting With a Number of Figures and Objects in It and Then Endeavor to Describe It and the Result May Surprise You.

"Seeing" is the old way in which is a fair way to use his eyes. Modern psychology is proving by experiments that people do not see even a fraction of the things they can possibly believe they see.

The picture test was first devised several by teachers of psychology, but by the pioneer in this field, Professor William Stern of the University of Breslau. At first only very unusually intelligent children, a boy and a girl in the upper grammar grades of the Worcester schools, were chosen separately for the period of a minute a colored picture entitled the "Breakfast," giving the interior of the German peasant's home. Among other details it shows a table at which a man and a boy are seated, while a woman is standing.

The boy left received his test, and the pictures were taken away immediately