Idaho Governor's Message to the Legislature.

COMMENDS OLDADMINISTRATION

Speaks of Conditions in the Coeur d'Alene Mining District-Recommends Exclusion of Asiatics-General Affairs of the State.

BOISE Idaho, Jan. 8.-The reading of House. The reading was before the joint assembly, Governor Hunt occupied a seat between the Lieutenant-Governor and speaker of the House. After the residing 000 copies were ordered printed for general distribution. The vote on the me-mortal to Congress against Asiatic immi-gration was 28 ayes to 22 nees, two Silver Republicans voting with the Republicans against adopting it.

Governor Hunt's Message.

The Governor's message comprises a mi-thing near 8000 words, and is a review of conditions as well as a compendium of what Governor Hunt believes best for the interests of the state. The following is a brief synopsis; Beginning, he says there has been ex-

respioning, he says there has been exceptionally economical administration of
affairs during the past two years, and
pays compliments to the retiring state
officials. "During the 10 years of our life
see state, our population has increased
for per cent, and our wealth has had a corresponding increase, and in the past four
years this increase has amounted to nearlet sit coo on.

The bonded debt of the state has increased to the extent of \$65,000." A recom-mendation is made for an appropriation amounting to \$25,548 25 to wipe out the wagon-road bonds. The warrants out-standing at this time amount to \$124,-276 68. "In this connection I wish to call your attention to the fact that state warrants have been selling at a premium of from 1 to 2 per cent." He recommends the reduction of interest paid by the state on warrants be reduced to 5 per cent. The matter of the work of the Code

Commission is taken up in extense. The Governor recommends a careful scrutiny of the work (the revision of the code). The Soldiers' Home matter is gone into

showing the fire which recently destroyed that institution, and reciting that it is the desire of the old soldiers to live in a state institution, instead of the Army post, at the expense of the state, as at present. The Governor recommends the rebuilding

State Normal Schools at Lewiston and Albion are reviewed, it being the Governor's opinion that they are worthy of all possible support. There is a deficiency at the Lewiston establishment amounting to \$2729 29, and at Albion \$1886 71.

The penitentiary closes the year with 156 convicts. For the year a saving of \$6000 in the annual appropriation is reported. The Governor grows enthusiastic over the University of Idaho, situated at Moscuw. He believes here is an institution in which all citizens must take prids. The school now offers, besides the prepar-atory courses, tuition in classics, science, agriculture, civil engineering, mining engineering, musc. He commends the farm-ers' institute feature of the work.

The Coeur d'Alene Troubles. The report next takes up the Cocur d'Alene troubles, raciting the facts concerning ricting, destroying of life and property, etc., as well as of the arrest and conviction of a number of those impli-

cated. He then proceeds:

cated. He then proceeds:

"The state has maintained order, but at a great cost, bearing the total expense incurred, amounting at the close of the year, December 31, 1900, to 500,549 %. Some method must be provided for payment of these claims to maintain the faith and credit of the state. It can hardly be charged to the county already overburdened with to the county, already overburdened with debt and trouble, nor can this great amount be met by appropriation from the general fund without unnecessarily increasing our tax levy.

I recommend that the accounts be investigated, and that bonds bearing 3% per cent interest be authorized, to cover the ent interest be authorities of the state.

United States troops are still retained and martial law is still in force in Sho shone County. Attention is also called to the special report of the Attorney-Gen-eral, dealing at length with the history of these troubles. Conditions in Shoshone County are now as peaceful, and the citi-mens thereof as law-abiding, as in other pertions of the state."

Arbitration.

"The interests of labor, as well as of capital, demand an arbitration law that can be put into force and effect for the settlement and adjustment of disputes arising between employee and their men. Such an act, constitutional and impartial, in its operations, should be most carefully considered and passed. Some way other than our present arbitration law must be devised to deal justify with both interests and prevent the recurrence of labor troubles that cost the people thousands upon thousands of dollars and resuit in the destruction of property and loss of life. While the state can deal with these troubles and maintain order at great cost to the taxpayers, some method of arbitration can certainly be found that will obviate the extreme necessity of using force, and settle peaceably disputes at need no resort to arms or desperate destruction of life or property, under any circumstances, in this state

"The continued and steady growth of one portions of the state has again made it necessary to pass a legislative apportionment act, so that those counties which have outgrown their present representation shall have a voice in our Leg. proportionately equal to their population.

He then speaks of a memorial to Cor as "urging the re-enactment of the inese exclusion act, and praying that the act be so smended as to include all Asiatte and Japanese labor. The present law expires by limitation in 1902, and the welfare, the life, of our own clarges of abor imperatively demand the excine of labor foreign to our institutions, inca-pable of citizenship, whose habits and wants are of a lower scale of civilization than our qwn, from laboring in competi-tion for a wage lower than our own peo-ple can support life with decency and

The Governor then suggests the inadeuacy of the Statehou the Statehouse for its purposes, mends "that you investigate the sability of erecting a new building the use of the Supreme Court and state library, and provide for its cost by an issue of improvement bonds not to

The insurance department shows a large growth. After reviewing briefly the busi-ness done by the companies in Idaho, he says: "A reasonable tax upon the earn-ings of this business would not be a hardship upon those interested in it, but would simply place them upon a level with the men who jusy taxes on other classes of property and investments, for defraying the expense of our state government. I would, therefore, recommend that our insurance laws be revised in order that this may be accomplished. It is theremay be accomplished. It is there-further recommended that, in connection with the creation of a system of in-surance taxation, the office of insurance Commissioner be also created. I would further recommend that, in carrying out two recommendations herein made,

fice of Insurance Commissioner, and also add a considerable sum to the revenue of the state to assist in defraying the current and general expenditures."

Regarding the mining congress to be held in Bolse in July, the Governor rec-ommenda a small appropriation be made toward securing a permanent exhibit of ores from all over the state.

He goes to some length in detailing in-formation regarding the mining industry of the state and believes the office of State Mine Inspector has been important and valuable.

Taxation of Mines. The report next reaches the subject of taxation of patented mining properties. After the opening remarks, which are seemingly favorable to this taxation, it

"It is evident that with taxation as an alternative, the completion of little from the United States of possessory rights will be slow, and in most cases entirely suspended, to escape this form of taxa-tion, while the Assessors of the various counties have an arbitrary power to place a valuation upon patented mines within their counties that will result in the practice of retarding extended develop-ment of these properties, or the blocking out of large or extensive bodies of ore to prevent an excessive, or even fair, valua tion. To comply with the spirit of the decision of the Supreme Court declaring patented mining property taxable same as other property. I recommend that this subject be taken up early in the session. and that it receive the most careful at-tertion, treating this, the greatest indus-try of our state, with great liberality, which will enable and encourage it to still

advance.

"A measure to treat equitably great mining enterprises in process of production and under promotion should, I think, be enacted, placing a minimum valuation upon the surface ground of the produc-ing placer mines, while a minimum and maximum of larger amount should be placed upon the surface ground of quartz

nual encampments should be held.

The State Engineer's department receives favorable comment, and the Governor reflerates the recommendation of that official, especially in regard to the adjudication of water rights and surveys of lands throughout the state with a view to bringing water upon them. "for it

is now apparent that no action will be

taken by the present Congress to seast in reclaiming the arid innds of the West," The land department is somewhat ex-baustively reviewed, and with commendahaustively reviewed, and with commenda-tion for its manner of conduct.

On stock ranges is the one paragraph:
"Legislation should, if possible, he de-vised to still further secure our ranges from foreign migratory bands of sheep."
The Bureau of Immigration and Labor is deemed to have been of great import-ance. Importance is also attached to the operations of the State Board of Horti-multure.

Regarding decisions by the Supreme Court, the Governor is of opinion they should be preserved. "I recommend that provision be made for printing these desions. I shall later call your attention this matter."

Monopolistic Tendencies. "One of the growing evils of the day is the tendency of corporations, companies and individuals conducting business which is charged with a public interest, such as common carrier, carrier of telegraphic news intended for the general public, etc., to promote private interests by faoring a few at the expense of many. This favoritism is wrong in principle, and fosters and builds up monopolles, to the detriment of the best interest of all our citizens, excepting the favored few. This tendency should, as far as possible, be checked by legislation. I therefore rec-ommend that an act be passed making it a public offense for any corporation, com-pany or individual doing business in this state, such business being charged with public interest, to discriminate against public interest, to discriminate against any citizen, corporation or company in this state, by refusing to grant equal priv-

lieges, prices or terms to one which are given to others in this state." The message favors municipal owner-The House today adopted the following

emorial to the United States Senate: "Realizing that special privileges of any kind is repulsive to the American spirit, and believing that measure before your honorable body, known as the ship subvolved, we believe that said measure merits your disapproval. Therefore the sixth Idaho Assembly urgently memoralizes the Senate of the United States to reject the said measure.

The Republicans made a bitter fight against the memorial, offering substitutes and resorting to other tactics. The fusion members voted as a unit for it

TWO MORE ACCEPT.

Mesars. Scott and Colvig as Text-Book Commissioners.

SALEM, Jan. 8.—Governor Geer today received a letter from H. W. Scott. of Portland, accepting the appointment as a mber of the Text-Book Commission. The letter is as follows:
"I have the honor to acknowledge re-

celpt from your hand, under the seal of the state, of the appointment and com-mission of myself as a member of the State Board of Text-Book Commissioners.

"My first thought was to decline the appointment, since the employments of my own business are very exacting and the duties of the Board of Text-Book Commissioners, if properly attended to, will require a good deal of time and painstaking care; but on reflection I have concluded to accept it, as a public duty. This is one among those positions of re-sponsibility and labor, without emolu-ment or promise of reward for ambition, which the citizen, when called upon, should undertake, if he can."

Mr. Colvig's Acceptance.

The letter of acceptance from W. M. Colvig, of Jacksonville, is as follows: "I have been kept so busy shoveling the beautiful snow" from my roofs that I have neglected to acknowledge your great ompliment to my citizenship, as evidenced in your appointment of the Text-Book Commission. I assure you that the honorable distinction of having been chosen as one of the five is greatly ap-preciated. I hereby accept the trust and will use every effort to merit the con-fidence which warranted you in making the appointment."

CALLED FOR LYNCHING ROPE. Hillsboro Mob Infuriated by Leni-

ency of Justice. HILLSBORO, Or., Jan. 8.-E. E. Cold-stock, a barber, arrested Saturday night on a charge of rape, and held under \$1000 ball, had his hearing today. The Justice held him to await the action of the grand jury in the sum of \$500. This infuriated the bystanders, who called for a rope for lynching Colestock. Cooler heads were able to control the mab till the Justice raised the bond to \$1500. This action quieted the crowd, and it is thought that no further trouble will follow. Colestock's victim is in a critical condition, and it is feared she will not live.

Insurance Company Elects Trustees. MMINNVILLE, Or., Jan. S.—The annual meeting of the Oregon Fire Relief Association was held here today, if members being present. The trustees elected are: J. D. Baker, J. F. Taylor, E. Northrup, Wesley Houck, McMinnville; H. B. Pershin, Portland; D. C. Rose, Corvalile; H. H. Hewitt, Albany; W. T. Ridgdon, Salem. The five first named are all new members of the board, which indicates a change in the management. The meeting change in the management. The meeting

FARM TOPICS DISCUSSED

END OF HARMONIOUS AND PROFIT-

tractions of Farm Life-How to

SALEM, Or., Jan. 8.-The second day's

very few words.

the policies defined by the two phrases. One stands for the policy the application of which to commerce would restrict traffic; the other for a broad and liberal of the whole number of farmers in Oregon, they are readily recognized as the leading spirits in all movements for the advancement of agricultural industries. They are proper representatives of the sections of the state from which they come, and of the branches of farming in which they are engaged. Those who prepared papers for reading at the congress did so not with a view to propagating pe-

degree of excellence obtained by the railto the opportunities afforded by the rail-ways themselves; secondly, to the fact that its classification of rates is limited and not subject to changes. Under private ownership rates are being constantly adjusted to meet the ever varying demands of commerce. Under Government ownership it is fair to presume that there would be the same difficulty in securing would be the same difficulty in securing changes of rates as is experienced in changing import duties. In the case of perishable articles, in order to move which a lower rate might be necessary, the appleant might have to wait relief through an act of Congress, and so it would go. If there were no other reasons, it is sufficient that the Government is not flexible enough to take charge of the carrying trade of this great commonwealth individual effort and enterprise always Individual effort and enterprise always has and always will stand for the best that can be obtained along the line of commercial progress.

You may have observed that I have said

little about passenger rates. The fact of the matter is, there is but little to be said in connection with the subject under discussion. The farmer is vitally inter-ceted in the rate charged on the products of his farm, and freight rates may thereof his farm, and freight rates may there-fore be likened to a tax which usually falls upon the producer. The passenger rate differs in this: That while the farmer must get his grain to market and thus contributes to freight earnings, he does not necessarily have to travel. Again, a large percentage of the earnings from the passenger business of a line serving a certain territory, is received from per-sons living in other sections of the counsons living in other sections of the counsons living in other sections of the country, thus distributing the burden where it is least feit. Persons not familiar with transportation conditions are often heard to express surprise that the railroads do not increase travel by making low rates of fare. This reminds me of an incident which occurred on one of my trips over the West Side line about two years ago. I shared my seat with a young man who from his conversation I judged to be a stranger in this section. judged to be a stranger in this section. We fell into a talk which finally drifted around to a discussion of passenger fares. The young man expressed himself very vigorously on what he considered the short-sighted policy of the railroad in not reducing its rates. "Why," said he, "If they would only make the fare 2 centurer mile they would not be able to provide cars to carry all the people who would want to travel." I asked the young man if he was engaged in business, and was informed that he was looking for a position. Then, said I. "Young man, I am well acquainted with the railroad people, and know that they are constantly seeking to increase their earnings. Now, you may be the very man they are look-ing for. If you can show them how they can increase their net earnings by reducing rates there is practically no limit to the salary you can command." I am afraid my young friend was like the hotel man of whom it was said he knew more about every other business in town

more about every other business in town than he knew about the hotel business. Passenger rates, like freight rates, depend largely upon the volume of traffic, and are therefore lowest in the most thickly populated sections. Considering the density of population, the rates here in the West will bear favorable comparsion with the rates in the more thickly populated territory, east of the Mississiani River. There are however other populated territory, east of the Mississippi River. There are, however, other conditions besides density of population, which must be considered. I have in mind a certain section where the number of passengers carried per mile of road does not compare favorably with the number carried by other lines serving contiguous territory where the population per nille is less. Why this should be I am unable to say. There is no doubt but that climatic conditions are largely responsible. All of these matters are carefully considered by the railroads and rates are adjusted to the basis which will bring the best results.

will bring the best results.

In conclusion, permit me to may that
the interest of the farmers are the interests of the railroads. One cannot long prosper at the expense of the other. The rallroads that are making the best re-turns to their owners are those which serve prosperous communities. That is why the officials are devoting so much time to the development of the resources of the country. They are not deing it for their own mere pleasure, but because they are looking to the future for their

We are advicing the farmers along out Some of you have no doubt noticed in the last two or three years that this company has been hauling a great deal of lumber to California. Formerly California, would mean an immediate loss of tonnia received its entire supply of fir lumber nage which we are willing to suffer be-by water, mostly from Puget Sound and Gray's Harbor. About three years ago movement will give us a prosperous community to serve. We may not hauf rates not only with a view of participatas much wheat, but the daryman will have more money to enend in traveling. His wants will be increased; he will be buying new buggles, planos and carpets and will, in many other ways, contribute

The most pleasing paper that has been presented before the congress, and the only one that was so university, was that it received no discussion, was that it received no discussion, was only one that was so universally approved one read by Mrs. Norris H. Leoney, of Jefferson, on the subject; "How to Make Farm Life Attractive." When Mrs. Farm Looney finished reading, her audience was deeply affected by the eloquence of her thoughts and rendition that perfect silence prevailed for a moment, and then the crowd burst out in prolonged ap-

Mrs. Looney spoke from practical and pleasant experience with farm life, and showed that the inconvenience and pri-vations so often complained of are by no means necessary. By management, tact, foresight, the farm life may be made entirely delightful. She spoke of the many advantages that farm life offers, the freedom from hidebound convention-alities, and the pleasures of real achieve-ment. Contact with nature and nature's processes upon the farm, she said, invites study that was of absorbing interest and charm, and altogether more satisfactory than the artificiality of cities. She spoke of many methods of making the duties of the farm pleasant. Among the best ways of making farm life attractive, she said, was to get the best out of the farm, to produce articles of superior merit.

Hopgrowing.

W. H. Egan, of Brooks, one of the most intelligent and careful hopgrowers of Marion County, next read a baper on the subject of "Hopgrowing." His disussion of the subject was in part as

"About 20 years ago hopgrowing in Oregon was regarded as a sort of experi-ment, and but few ventured to develop the industry. Ten years later many became interested in the growth of hops,

came interested in the growth of hops, and thousands of acres were set out, and today Oregon is the banner state of our great Union in their culture.

"She has not only excelled every other state in number of bales harvested, being about \$5,000, but won the prize for excellence this year at the Paris Exposition than faith formattally at the first formattally. sition, thus fairly demonstrating the fact that Oregon in this industry need not fear the world.

"Hopgrowing concentrates labor and gives employment to a vast number of laborers on an area of 18,000 acres, with a result of over \$2,000,000, leaving over 61,400,000 acres of our state for the expansion of other industries. Our state has been proven to be a safe and prolific producer of hops. Our genial climate, and freedom from fogs and heavy wind storms make us comparatively free from mold and wind-whipped hops. wind

"The hop industry is a strong promoter of that popular idea of diversified farming. The major part of the grain harvest is completed before hoppicking be-gins. The harvesting of the flax crop, which, I hope, will soon rank well with ue, will also be at or near an end, while the sugar-beet industry, which bids fair to give employment to thousands, will permit of a lay-over during hop harvest and may be resumed with double force if needed when the hope are safe in able.

"What a source of pleasant anticipa-

Monsters and Microbes.

How the Microbe Would Appear If Magnified in Size to Correspond With Its Power.

The world has always believed in monsters great dragons of the land, and huge serpents of the sea. As a rule these monsters have been fairly peaceable, and beyond frightening people occasionally, they have done little recorded harm. The real calamities of humanity have come from the smallest forms of life. The minute microbe has alain its millions upon millions. If this microscopic form of life were depicted in size and form equal to its danger and



deadliness we should see a monster which would dwarf into insignificance all the monsters ever begotten by hu-man imagination. The microbe has this in common with the fabled mouster, its food is human flesh and its drink human blood. It battens on slaughter. For centuries medical science fought this microbic foe in darkness. The presence of the foe was recognized, its deadliness conceded. But it was ever an invisible foe, unknown and unnamed. To-day science with eye-power increased a mil-tion fold finds this lurking fee, knows it

PINDING THE FOR

is the first step, fighting it intelligently is the next. We know this minute organism lurks in the air we breathe, the food we eat, the water we drink. We know the object of attack is the blood. We know that as the microbe is bred from foulness it must be fed on foulness. Hence, we know that the microbe finds no lodgment in the body when the blood is pure. Keep the blood pure and you shut out the microbe.

When the blood is impnos nature at once begins to show the red danger sig-nals. Boils, blotches, pimples, erup-tions begin to work upon the skin surface, as signs and symptoms of the cor-ruption of the blood. When these or any signs of blood impurity appear, the use of Dr. Pierce's Golden Medical Discovery is confidently recommended as a most powerful and perfect blood-purify-

ing medicine.
"I consider your 'Golden Medical Discovery' one of the best medicines on the face of the earth," writes Wm. Floeter, Esq., of Redoak, Montgomery Co., Iowa. "While in the south-west, three years ago, I got poisoned with poison ivy. The poison settled in my blood ivy. The poison settled in my blood and the borrors I suffered cannot be told in words. I thought I would go creay I could do nothing but scratch. I would go to sleep scratching, would wake up in the morning and find myself scratching. I scratched for eight months. Had it

not been for your 'Golden Medical Dis covery' I would be acratching yet. I tried different kinds of medicine, tried different doctors, but all the relief they could give me was to make my pocket-book lighter. I then began taking Dr. Pierce's Golden Medical Discovery. Dr. Pierce's Golden Medical Discovery.

Took four bottles without relief. Kept
taking it. I took in all ten bottles and
got entirely cured. I can say that if
people would take your medicine instead
of fooling with some of the quacks that
infest both the small and large towns,
disease would flee like chaff before the
wind."

The use of Dr. Pierce's Golden Med-ical Discovery will absolutely drive out and eliminate the passons which cor-rupt the blood.

BAD BLOOD AND SOOD HEALTH

cannot go togeths. But when the blood is purified and enriched by "Golden Medical Discover, "the result is re-corded in sound health.

Boils, blotches, pimples and other eruptions disappear as the impurities which caused them are removed. The skin is healthy, the flesh is firm. The dull and sluggish feeling is a thing of the past. The appetite is good, sleep is sound and refreshing and labor an enjoymer instead of a burden.

"It gives me much pleasure to testify to the merits of Dr. Pierce's Golden Medical Discovery," writes Miss Annie Wells, of Fergussons Wharf, Isie of Wight Co., Va. "I can say honestly and candidly that it is the grandest medicine ever compoun ed for purifying the blood. I suffered terribly with rheumatism, and pimples on the skin and swelling in my knees and feet so that I could not walk. I spent about twenty dollars paying doctors' bills but received no benefit. A

year or two ago I was reading one of Memorandum Books, and cided to try Dr. Pierce's Golden Medical Discovery and 'Pavorite Prescription,' and am entirely cured."

Of all prevalent forms of blood dis-

ease, scrofula is the most intractable. Dr. Pierce's Golden Medical Discovery has a remarkable record of cures of acrofulous diseases; remarkable both in the number of cures and their variety as well as in the fact that these cures were effected many times in cases where all other treatment had proved utterly neffectual.

"I cured my little girl's scrofula with your 'Golden Medical Discovery' and 'Pleasant Pellets,'" writes Mr. Eli Ash-ford of Raney, Hunt Co., Texas. "It has been four years since then, and there has not been any return of the There is no alcohol in "Golden Med-

ical Discovery," and it is enurely free from opium, cocaine and all other nar-

Why does a dealer sometimes try to sell a substitute for Dr. Pierce's Golden Medical Discovery, claiming it is "just as good?" Is it for the customer's benefit? It can't be. If the two medicines are equal in merit there's no advantage to the purchaser in an even exchange, The medicines are not equal in merit, and the reason for selling a substitute is only because the less meritorious medicine puts a little more profit into the dealer's pocket. His gain is the cus-

DON'T THINK OF BUYING

a work on household medicine when you can get a good one free. Dr. Pierce's Common Sense Medical Ad-viser contains 1008 large pages and over 700 illustrations. It is sent free on receipt of stamps to pay expense of mailing only. Send 31 one-cent stamps for the cloth-bound volume or only 21 stamps for the book in paper-covers. Address Dr. R. V. paper - covers. Addr. Pierce, Buffalo, N. Y.

youngsters look forward to it as a sort this afternoon on the subject of road-of candy-pulling or nut-gathering, where building. The controversy grew out of were not finished because time would not Ferd Groner, of Scholls, Washington

County, started the discussion by taking the floor during a lull in the speechmaking, and prescriting an aggressive argument in favor of rankl. Causiopment along the line of building persentent roads. He advocated the construction of roads at once, leaving the payment therefor to future years. While not proposing plans in detail, he said that the most promis-ing scheme for raising funds was the bond system, the bonds to be paid by 10 annual installments. He suggested that the burden of paying the road-building expenses should be divided into three equal parts, to be borne by the state, the county and

the community.

Mr. Groner asserted that the farmers waste enough every 10 years by wear and tear of wagons and harness, by loss of time and by loss of hauling power, to build for them the best macadamised roads in the country. He said that, ow-ing to the lack of intelligent laying out of roads, in traveling 15 miles from his home to Portland he is obliged to haul two miles farther than necessary, and to lift his load over hills aggregating 3000 feet in height, when the lift should not ount to more than one-fifth of that dis-

tance.
C. M. Beaver, a gentleman who has re-cently arrived in Oregon from Ohio, and who has bought a farm near Salem, did not agree with Mr. Groner's idea of road-building, and said that, while the farmers might secure the roads by issuing bonds, they would lose their farms in pay-ing off the bonds. The question of issu-ing bonds in order to raise money to build permanent roads was discussed by a number of men, the principal speakers being J. Voorhees, John P. Robertson, Judge T. L. Davidson and Messes. Groner

Whereas. The dairy interests of Oregon are growing rapidly, and because of the great natural advantages in the production of greases and forage plants in all parts of Oregon, and because of the growing markets throughout Alaska, Asia and the Islands of the Pacific,

Alaska, Axia and the Islands of the Pacific, and our great Northwest, this industry, if properly protected and foatered, will become one of the greatest and most reliable sources of wealth; and.

Whereas, This development is now hindered by the production of imitation butter, in the form of oleomargarine, we, therefore, urge upon our Senators in Congress to do everything in their power to aid the passage of what is known as the Orout bill, which provides for reducing the tax upon uncolored oleomargarine to one-fourth of I cent per pound, and increasing on colored oleomargarine to 10 cents per pound; and provides, also, that when obsonargarine enters a state it shall be sub-

Keep Davis' Pala-Killer Handy. It will cure cough or cold or colle

ject to the laws of that state.

hop harvest is the greatest financial equalizer of all our industries. Forty-five thousand people of Oregon leave the hop fields of Oregon with money they there have earned. As a resource of our state it has few equals. The crop of 1900 will reach a sale of over \$2,000,000, of which only about \$80,000 goes out of the state for the purchase of supplies, such as bal-ing cloth, sulphur, twine, etc., leaving with us \$1,920,000 as a result of this industry. While we have now considered the subject under favorable auspices, the hopgrower must constantly bear in mind that there are 'breakers ahead.'" "No industry in our land is capable of

on the atert to avail himself of every economical device, in the growth and harvesting of his crop, that he may ob-tain the best results with the least ex-pense. There is one new plan of drying hops, being introduced by A. Wolf & Son. of Silverton, which I believe is worthy of our consideration, while many improve-ments are being made all along the line of this industry which, properly applied,

may perish. Long experience throughout the world bears out the fact that spraying is a safeguard when judiciously and thoroughly operated. The successful grower cannot afford to risk his season's labor and his investment with the chance that the vermin may disapear before they ruin his crop, if they make their appearance early enough to nermit him to average before harvesting. permit him to spray before harvesting begins; better pick no hops than moldy ones. After the grower has succeeded in ratsing and harvesting his crop, then comes the all-important matter of dia-

-or less than half the cost of production- adopted: when it is apparent to them that we have an oversupply; while they have had the grit to pay \$1.55 per pound when hops were scarce and holders firm.

"What we want is a fair price for a fair article. 'Live and let live,' the great American principle, which is honored throughout the world. By proper co-operation, the property of the present of of th

ation, thorough organization, we can reg-ulate the supply to the demand, prevent our hops from being thrown upon the market in such an excited manner that market in such an excited manner that will make the consumer feel that we are breaking our necks to be the first to pitch our crop at him, and give him to understand that we do not want to corner the market, or sell our crop at a price less than cost of production. These methods will enable the brewer to better outline the extent of his business, and will make honerowing in Oreson pleasant and profit. hopgrowing in Oregon pleasant and profit-

ABLE CONGRESS.

Practical Woman Talks of the At-Pay for Good Roads.

ession of the Oregon Farmers' Congress was attended by a larger audience than was present yesterday, and, if possible, a deeper and more general interest was manifested in all the proceedings. While those who have come to Salem to attend the congress are but a very small part of the whole number of farmers in Ore-gon, they are readily recognized as the leading spirits in all movements for the

signs on the railroad's treasury. If it be true that it has been the policy of the railroads to charge all the traffic will bear, without regard to the rights of shippers, what possible explanation can there be for the tremmendous industrial development which has followed their construction, and which is making this the greatest commercial nation on earth? That it is not true I think I can satisfy you in a very few words.

very few words.

Rate-making is governed by well-established principles, and the one essential
principle that railway officials clothed
with rate-making powers have to keep in
mind; is to under no circumstances charge
"more than the truffle will bear." I
want to call your attention to the fact
that there is a wide distinction between
the policies defined by the two represes-

MRS. NORRIS H. LOONEY, OF JEFFERSON.



ADDRESSED FARMERS' CONGRESS ON "HOW TO MAKE FARM LIFE ATTRACTIVE." ·

out for the purpose of disseminating in-formation and helping their colaborers to

he greatest harmony. When the farmers the greatest harmony. When the farmers have differed in opinions, they have done so gnod-naturedly. Though some of the flavorations have been spirited, shey have been co-erned by a desire for a discovery of truth rather than by a low-for each troversy. In no part of the proceedings was the harmony more complete than when the following officers were considered this morning:

President, W. H. Wehrung: victured this morning:

President, W. H. Wehrung: victured dent. M. L. Jones: secretary. M. D. Windom: treasurer. J. W. Balley.

It had been the intention of the considered to devote the forenoon today to a discousion of matters relating to needed legistion, but in order to accommodate those who were decirous of low are on the afternoon train the afternoon programme was taken up this morning.

Dr. D. Koeler, of Salem, read a very carefully prepared proof on "The Fluke, Its Existence and Changes, and How It May Affect the Putture of the Saless industry." The pager was almost scatterly technical but remained alone attention. have differed in opinions, they have don

known breeders of gents and swine in the state, hundled the subject of "Swine-Breeding" in a manner that demonstrated his thorough familiarity with the essentials of the industry.

Farmer and Railroad.

"Relations Between the Farmer and the Railroad" was the subject of a diprepared by General Preight and Passen-ger Agent C. H. Markham, of the South-ern Pacific, and read by H. E. Lounebury, traveling freight agent of the same com-pany. By his untiring efforts in building up the dairy industry of the Williamette Valley and through the success of his inbors in this direction Mr. Markbam has made himself a favorite among the farm-ers of this section of the state. It was ers of this section of the state. It was
therefore with regret that they learned
that Mr. Markham was in San Francisco
and could not be present at the congress.
The disappointment was greatly lessened,
however, by the announcement that Mr.
Markham had sent his paper to be read
by Mr. Lounsbury. The latter gentleman
participated in the proceedings of the congress during both days of the scenion, and
while here made many friends among the while here made many friends among the farmers. In giving information regarding relative cost of transportation from Ore-gon to New York and from Eastern States the same market, he aided the farmers greatly in discussing the question of

on products finding a market in the . Mr. Markham's paper was as fol-In accepting an invitation to address, this meeting, I was permitted to choose my subject, and selected the "Relationa Between the Farmers and the Rallroads." ecause it seemed to me that discussion

of this subject would afford opportunity of talking about something in which we all have a vital interest. Railroads are constructed, equipped and perated for the same purpose that you lear a piece of land—that of making noney. Railroad men sometimes make mistakes just as you do. In some cases the railroads have not fulfilled their early promises and because of nonprogressive management and arbitrary polcy have justly incurred the criticism of those who look to them for transporta-tion facilities. Happily, however, incuraces of this kind have been few, and today it can be said without fear of contradiction that the railroads of this country are bending every effort to develop its resources, recognizing as they do that it is good business policy. Railroads in general can no more be

held responsible for the mistakes of some than can farmers in general be held re-specuable for failure of some of their numbers to apply ordinary business methods to the conduct of their farms. The nonprogressive type of railroad man may be fitly compared to the type of farmer who Aill thinks be can crop his land to wheat year after year and that

land to wheat year after year and that it will retain its fertility.

The question of most concern to the farmer in connection with railroads is the rate question, and the making of rates is in their minds usually associated with the theory that the chief function of the general freight and passenger agent is to sit in his office and figure on tariffs based on "all the traffic will bear." Now, I want to disabuse your minds of this misconception "All the traffic will this misconception "All the traffic will e in the management. The meeting bear" is a catch phrase frumed by dema-ned to meet the second Tuesday in gogues antagonistic to railway interests for the purpose of serving their own sel- comparison is not a fair one. The high

more liberal in such matters than are the owners of other property.

It may occur at times that the railroad absorbs more than its share of the margin bove cost of production, but this is a atter which is sometimes beyond its entrol to regulate, it being impractica to maintain rate schedules which will tways bear a fixed relation to the value of articles carried. Rates of freight in eneral are the product of competition in ome form and are determined by the natural law governing all commercial ransactions which constantly tends to educe all profits to a minimum. This ompetition may be in the form of a ompetitive railroad or navigable water-way, or it may appear in the form of competitive markets. I can give you a very good example of what is meant by

competition of markets. ing in the movement from Portland, where direct competition with carriers by water was met, but also with a view of afford-ing a market for the vast bodies of timper along our line and entirely dependent upon us for transportation. We found that we could handle this traffic at rates approximating those obtained by water. These rates are necessarily very low, and the margin of profit is correspondingly narrow, but without them the lumber of this Valley would remain in the forests. Here we have two practical illustrations of the different kinds of competition. First, the competition of carriers by

water; second, the competition of mar Generally speaking, it cost as much for a mill in the Willamette Valley to turn out a given quantity of lumber as it does mill of Puget Sound. It is plain to be een therefore, that the Willamette Val-ey millman must be placed in position to deliver his lumber in California at the same cost for carriage as is paid by mill-men on Puget Sound. Here then we have a practical ilustration of the effects of competition of markets on rates.

The tendency of railroad rates is al-ways downward. Adjustment and re-vision of tariffs is constantly taking place and at the end of each year it is bound that the average rate per passenger or per ton per mile is lower than the year before. The railroad seeks its reward in the increased net earnings resulting from increased traffic.

increased traffic.

During the past two years the cost to the railroads of doing business has increased to an alarming extent. They have had to pay more for rails, cars, engines, ties and material of all kinds, but very few instances, especially here in the West, has there been a correspond-ing advance in rates. Now I want you to compare this policy with that pur-sued by carriers by water. The ship-owner watches the demand for tonnage and increases Ms charter rates to the utmost figure that competition with the owners of other ships will permit. The State spends millions upon millions of dollars for his convenience and protection, but does not attempt to regulate his rates while he charges all the traffic will bear just the same. On the other hand, the State grants the right of eminent domain to the railroads, and in order to encour-age their construction in early days in some cases aided them with grants of ands and money. I am not going to argue that it is not eminently proper for the State to encourage commerce by water, but I do think that the carrier by land is discriminated against while everything is done for the carrier by water. The State undertakes to regulate not only the fares and freights charged by railroads, but also prescribes rules and regulations for their operation which sometimes bear heavily upon their owners.
Railway interests have become so large

that, interwoven as they are with every interest of the country, there is naturally a demand for State control which has a demand for State control which has been followed by the plea for State ownership, sits advocates claiming for it a relief from all the ills, real and imaginary, to which commerce is subject. State control has already been carried too far in many instances and State ownership has proven a failure in nearly every country in which it has been tried. The advocates of State ownership in this country are fond of pointing to the railway postoffice as an example of what a Government can do and argue that if it can ment can do and argue that if it can carry letters and packages why not pas-sengers and commodities of all kinds. The they may cook by camplires, sleep like soldiers in tents, and shout a little with-out any fear of the Reform School. The

letting a farmer sink faster or lower than hopraising. He must, therefore, be on the alert to avail himself of every

will save money to the grower.

"He must be ever ready to spend some money on spraying, else his entire crop may perich. Long experience throughout

comes the all-important matter of diaposting of it.

"There is no crop in which organization
and co-operation is more peeded or more
easily regulated than in hopgrowing, for
the reason that the heavy expense and
money borrowing begins with the harvest.
It is then when the hounes are mortgaged
to gather the hops, which may prove to
be the embellishment of destruction of
that home. Past experience has taught
us that consumers will close a deal with
us at figures as low as 1½ conts per pound
—or less than half the cost of production—

or less than half the cost of production—

or less than half the cost of production—

and Besaver. There was one proposition,
and perhaps only one, upon which all
could agree—that there is a pressing need
of more systematic road-building in Western Oregon. No conclusions were reached,
but, upon motion, President Westrumg appointed the following committee on road
legislation: J. Voorhees, H. B. Thielson,
Fred Groner, Richard Scott.

Just before adjournment this afternoon
George W. Weeks introduced the following resolution, which was unanimously
adopted:

Paying for Road-Building. One of the most spirited discussions of