# HAS UPPER HAND

# Beef Trust Holds Up the Railroads.

## NO AVENUE OF ESCAPE

Combine Catches Them Both Going and Coming.

## ROADS SUBMIT TO EXTORTION

Charles Edward Russell Alleges Trust Robs Roads and Gouges Money From Them in Many Ways-They Cannot Retaliate.

How the railroads of the country are "held up" by the Beef Trust is told by Charles Edward Russell, in the April Everybody's Magazine, from which the .......

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You think it strange that the railroad companies should submit to the bullying and browbeating of the beef trust; you think the story of the big pistol and the terror it inspires is im-probable or exaggerated. And yet I have not begun to tell the real extent of the awe and dutful submissions wherewith these great corporations have come to regard the trust. The railroads of America not only endure the extortion of mileage for hauling trust cars, but the trust robs them and gouges money from them in many ways, and they know full well they are robbed and dare not stop the robbers. To begin with, and to make the sub-

ject clear to the layman. I must ex-plain that under the present system of railroad freight charges, commodi-ties are classified, and different rates by the hundred pounds are applied to the different classes. Thus the published charge for carrying dressed bed from Chicago to New York is 45 cents a hundred pounds by all railroads be tween the two cities; the established rate for packing-house products (that is, salted and preserved meats, lard, and so on) is 20 cents a hundred pounds; the established rate for dairy products (butter, eggs, cheese) is 55 to 75 cents a hundred pounds. Now these rates are for full carloads. On anything less than full carloads the rate is 20 per cent higher. Good. But it is evident that if any

shipper can succeed in shipping dairy

stituting what I had almost called the national vice of "underbilling." the ratiroad companies have men detailed to watch the leading of cars. or to examine them after they are leaded, and to see that the contents tally with the billing. That is, they do in the case of ordinary shippers. In the case of ordinary shippers. In the case of ordinary shippers. In the case of cars shipped by the trust the inspection is merely farcical. The railroads know it is farcical; they designedly make it farcical, and there have been times when 19 in every 50 cars.

Some of the fruits of this system come been times when 19 in every 50 cars

# Beef Trust's Ready Axe.

Of course, lax inspection is a fraud. and the railroads know it is a fraud, but they submit to it. Why? Well, in any railroad organization the head of any department that enforced a too he rigorous inspection of trust cars would quickly find himself without a job. The trust would simply complain of him to his president or general manager, and accompany the complaint with a hint

The trust compels the railroads to expedite its cars so that the average run of a trust car is 108 miles while the average dally run of an ordinary car is only 25 miles. It also com-pels the railroads to repair its cars, a curious, but very profitable extertion. In many cases it compels the railroads to refuse to furnish other than trust

The railroads have not submitted gracefully to these impositions. Men of independent spirit among railroad executives have not ceased to protest. to complain, to propose remedies. Of course, if all the railreads were to unite in a firm stand against the ban-dit, he would be put to flight, but the fact is that so far it has been utterly

impossible to secure any such union I can give the history of all attempts to get united effort in this matter by reciting one; the rest are as like it as

For this I must go back a little. In addition to the swindle of 'mixed car-loads," another device by which the trust is able to gouge the railroads is afforded by means of the "minimum load limit." This is a rule of the railroads, by which not less than a certain weight (20,000 pounds in the case of dressed beef and like products) can be accepted as constituting a carload lot: if less, the shipment must be churged for at the less-than-carload rate, which is 20 per cent higher. Now, it is to the interest of the railroads to the minimum loading limit as high as possible, but the present low minimum. 20,000, was fixed by the packers and the railroads have neen unable to raise it.

Their impotence in this respect was a sore grievance to many presidents and managers; the idea of having the limit fixed by shippers was an intolerable humiliation, and about two years ago a quiet agitation was begun by one of the more independent president.

NEW YORK, March 12.—Dr. William R. Harper, president of Chicago Unitary The Russian army east of the point where the Japanese pierced the line at physician says he showed decided improvement.

Under date of March 13 the correspondent system. The Russian army east of the point where the Japanese pierced to year, and the province of the more independent president of thicago Unitary and the point where the Japanese pierced to year, and the province of the more independent president of thicago Unitary and the point where the Japanese pierced to year, and the point where the Japanese pierced to year, and the province of the more independent president of thicago Unitary and the province of the point where the Japanese pierced to year, and the province of the point where the Japanese pierced to year, and the province of the point where the Japanese pierced to year, and the province of the point where the Japanese pierced to year. Their impotence in this respect was

everywhere the most cordial welcome for his idea. Unite to resist this out-rageous imposition? Splendid idea! So he arranged to call a meeting.

Timorous Railroad Presidents. So on December 12, 1908, 26 president or managers of the greatest railroads in America, eminent citizens-all of them. captains of industry, kings of finance some multimillionaires, sneaked into New York and gathered one by one in a back room upstairs in the Metropolitan Clab. Some, I am informed, did not dare to peg-ister at a botel. You would have thought they were a band of burglars preparing to crack a bank, instead of some of the foremost citizens of the country met to est citizens of the country met defend their property from a gang of freebooters. The meeting was spirited and harmonious. To give heart to the timid it was agreed that nothing about it except the result should be made public. After a free exchange of opinion in which the enormities of the trust were very elo quently portrayed, a resolution was unan-imously adopted that after 30 days from date on all the railroads represented at the meeting, the minimum load should be

24.000 pounds.

This resolution, you understand, was solemnly agreed to by the representative of every railroad, and the meeting adjourned with the best of feeling. So the minimum load was increased, you think, the trust was hammered, the independence of the free-born American citisen ones more vindicated, and so on? Not exactly. The matter was never heard of again; nothing was done, nothing came of all that indignant elequence. The minimum load was not raised in 36 days nor at any other time, but within 48 hours the trust people knew all about the meetthe trust people knew all about the meeting, who had been there, and what each man had said. I do not know how I could better illustrate the terror inspired by the Big Pistol than to recall the fact that it was a meeting of gentlemen and that they had agreed to secrecy. Why are the railroads so easily fright-

24,000 pounds.

ened by these bandittl? you say, and why do they not combine to protect them-seives? They can combine easily enough when it comes to raising freight rates. That is just the point. In this matter they can not so combine that they will trust one another. In every attempted combination one or two railroads are always weaker than the rest and at a natural dis-advantage in getting business. These roads are like hungry indians on the trall; they are out for freight on any terms they can get. No agreement has ever been formulated that will bind such roads. Rebates are so easily arranged, they have a thousand such plausible dis-guises, they are so difficult to detect that no road feels any security against a pi-ratical competitor. Again, between Chieago and the East are two Canadian lines. sees are not under the operation of the terstate commerce law nor of Federal authority; there is no way to regulate or ontrol them. The constant threat of the trust is that it will divert its shipments to these Canadian lines, and the American onds, having learned to their bitter sorrow what that diversion may mean, have

desire to get in the way of it.

Trust's Enormous Shipments. You must remember that the freight traffic controlled by the trust is really tremendous; the trust is the largest ship-per in the world. From Chicago the an-nual shipments of dressed beef are about 1,500,000,000 pounds, of lard 275,000,000 pounds, of barreled pork about 175,000 bar-rels, of other pork products about 69,000,-000 pounds. Kansas City packs nearly 1,000,000 hogs a year, South Omaha a lit-tle less, St. Louis 500,000, St. Joseph about the same, Sloux City half as much, St. Paul a little more than Sloux City. And Paul a little more than Sjoux City. And

national Vice of 'underbilling.'

To guard against such a fraud, constituting what I had almost called the status, vice of 'underbilling.'

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The more than slotte the story. Consider size of dairy products the short of dairy products the short of dairy products the short of dairy products. East and West; 57,000,000 pounds of chesse, 197,000,000 pounds of che

Some of the fruits of this system come shipped out by the trust went without to the surface from time to time in ways any kind of inspection and the twen-tieth was inspected by a blind man.

The result is that the trust can send out its cars "underbilled" and thus get interstate Commerce Commission last

Writte a lower rate than any other shipper October were examined many witnesses a lower rate than any other shipper can get. That is to say, it can get supposed to know about the system of sulfil another form of rebate.

All this was succinctly laid before the interstate Commerce Commission at its hearing in Chicago, October 16-12.

1904. Mr. F. O. Becker, who has charge of the inspection work for the interstate railroads, admitted that it was perfectly easy for the trust to undershill its cars if the investor were not.

But when the general manager, the general officers. bill its cars if the inspector were not eral auditor and other general officers present, and the inspector usually was not present; it was out of the question for him to see more than a small proportion of the cars shipped from the witness-stand and swear to statement after statement absolutely untrue, and proved to be untrue from their own rec-ords, what kind of moral tone shall we expect of subordinates who hold their positions from day to day and with fear and

The fact is that no one can give close heed to this subject without getting a distinct impression of general deprayity. The trust robe the railroads, the railroads in innumerable thievish ways gouge the shippers, the shippers pass over to the public the crushing burden of the illegal tribute, the laws are violated a thousand of diverting cars from that road, and off would go the offender's head. In the trust household the useful axe hangs hard by the ready pistol. More than one promising career has been cut short when overzeal has run against these necessary implements of trust implements of trust in the principle of the crushing burden of the megan tribute, the laws are violated at housand to mention law is to cause the initiated to laugh, the traffic of the country is rotten when overzeal has run against these necessary implements of trust in the principle of the crushing burden of the megan tribute, the laws are violated at housand to mention law is to cause the initiated to laugh, the traffic of the country is rotten. fic figures, and behind all is the bandit of commerce, taking toll.

Sherman Statue at French Salon. PARIS, March 15 .- Augustus Rodin. the sculptor, has written to Ambassado Porter, saying that the colossal eques trian statue of General Sherman will be the central feature of the coming cars; in all cases it compels them to act without charge as the trust's cellector and agent, and to blacklist and persecute shippers that earn the trust's like the control of the sature is from which the original, now on the south front of the persecute shippers that earn the trust's like the control of the control of the control of the sature is from which the original, now on the south front of the control tending the exhibit. The salon authorities have decided to accept the statue, although the entries are already 2000 in excess of the limit.

ROME, March 18.—Seventy members of be aristocracy and court representatives of the Vatican gave a farewell dinner to-night to American Ambassador Meyer. Among those present were Princes Rus-poli. Triggiano and Paterno, and ex-For-eign Minister Count Cappelli. The Duke of Zimoneta proposed a teast to Mr.

Meyer, declaring that his departure is a loss to the society of Bome. Mr. Meyer returned his thanks, and said that he should always preserve the kindest remembrances of his solours in

Private View of Water Color Club. LONDON, March 18.—The private view of the New York Water Color Club this afternoon was well attended, representatives of the fashionable world, critics and British artists being present, and these declared the show to be an admirable one. The exhibition will remain open until April 8.

# RACING FOR HARBIN

Linievitch May Save the Remnant of His Army.

RAILROAD IS STILL OPEN

Report That the Japanese Are North of the Russian Main Body is Not Given Any Credence in London.

LONDON, March 30.-The military experts of the British Empire, despite their pro-Japanese leanings, admit that there is still a chance that General Linievitch will succeed in extricating his army from its present perilous position. They have their opinion on the reports that have come from the front by both Japanese and Russian soldiers, to the effect that the Japanese were so badly pressed at the battle of Mukden that for 34 hours the battle of Mukden that for 24 nours the fate of the Japanese army hung in the

Oku, despite the fact that General Oku, despite the fact that his last reserves were engaged, detached a division to the aid of Nogi's veterans, Kuropatkin might have secured a complete victory. Had the Russian Commander possessed sufficient initiative, he would have drawn his last reserves into the hattle, and must his last reserves into the battle, and must surely have checked the desperate Jap-

It is believed here that the Japanese and Russians are now engaged in a race and Russians are now engaged in a race for Harbin, and that neither has any decided advantage. In fact, there is reason to believe that the Japanese reports to the effect that a Japanese army had suc-ceeded in getting to the northwestward of he retreating Russians is not true, and that at the most all that has been done is to send a scouting party in so far as the railroad without any supports or sup-plies, and absolutely unable to hold their lines intact against any large force of

The reason for this belief is that nu-The reason for this belief is that numerous press dispatches, filed at the mations immediately north of Mukden, were delivered in St. Petersburg on Sunday. While they covered merely the accounts of the fighting from March 6 to 18, and contained practically nothing that was new, the mere fact that they have reached the Russian coults! weuld indicate that Russian capital would indicate that the Manchurian railway lines of retreat

are still open.

The failure of the Russian Commander-in-Chief to attempt to held the per-manent defenses at Kalyuan is a surprise here, as it was thought the Russians would make a stand there. However, unless they are heading for the Sungari River, and do not intend to stop until it is reached, it is believed that word will soon be received that they are holding the station at Kuanchengtse, where there are extensive storehouses, and where the depleted supplies of the army can be

The Japanese western forces are parently only just keeping pace with the Russians, and have not yet succeeded in passing them. In fact, should it be the intention of General Linievitch to retreat to the positions north of the Sungari River, he is now in a position to not only do so, but to withdraw most of his army

That the Japanese will try to take Harbin is sure, but the result of the Russian resistance must remain probable until such time as it is learned just how large a quantity of supplies General Kuro-

### SCENES OF BLOOD AND DEATH Belated Dispatches Tell of Horrors of Retreat From Mukden.

ST. PETERSBURG, March 20.-0:20 A M.)—A sheaf of belated Associated Press dispatches filed at Mukden, Tie Pass and Kaiyuan, reached St. Petersburg last eve-ning, having been discovered among other papers committed to the censor at the

Writing under date of March 8, the cor-respondent mentions that General Kuro-patkin's confident declaration of satis-yuan (some 20 miles north of Tie Pass). and encouraged the army after eight days of battle, until the wounded, exceeding in number those of the battle of Lino Yang, were crowding the station and the Russian settlement, and in the settler cemetery chaplains were conducting funeral ceremonies. A few quotations from the correspondent's notebook indicate the gruesomeness of the scene.

WITH THE JAPANESE LEFT ARM (2 P. M.), via Fusan, March 15.—(Delaye in transmission.)—The Russian army continues its northern retreat, the Japanese

Everywhere were pale faces of corpses sleeping among dead horses, slaughtered animals and abandoned quarters of beef. Bloody bandages which had fallen off strew the road. The burating shrapnel was everywhere. The wagon trains shead have stopped and two soldiers are quar-reling about horse feed. Dead and wound-

ed are passing on the shoulders of sol-diers or in carts or Chinese vehicles. "Here one Russian and one Japanese wounded, side by side, feed each other: there lie seven Japanese wounded, to whom the big Russians are attentive. In the sunshine gravediggers are at work on all the roadways. Japanese officers who had been taken prisoners are seen in the streets. Everywhere are evidences

that the two armies have come closer In the concluding portion of a dispatch from Tie Pass, the first part of which was published March II, the correspondent states that, according to information, the Japanese strength in Mukden was 30 battalions less than that of the Russians. The Japanese were also inferior in guns at many places. The number of men at the beginning of the battle was 700,000, manning the greatest field works ever-constructed. Not only in duration and number of troops and guns engaged did the battle exceed all former contests, but also in expenditure of immunition. Describing the retreat, the dispatch pic-

tures debris strewn along the road, the marching soldiers increasing their loads by spearing bread, vegetables or fruit on their bayonets, at the same time discard-ing heavy boots, Chinese garments, knap-sacks and blankets. The correspondent

"After the initial excitement at Tava, where a few wagoners plunged without reason over impassable gulches, the entire body arrived at the steep banks of the Pu River, where heavy artillery has-bened down upon the ice, which slowly gave way, and tremendous exertion was required in getting the guns out and up

the bank. "The passage of a division through the refresting column on the way to the southwest to strengthen the right flank gave confidence of short duration, for Japanese cavalry overtook us at Santatitise. The road and fields are a solid mass of transports, and the dust is so midable that it is impossible to see a ndred yards.

hundred yards.
Japanese grenades gave the Initial impression of shrapnel, and, with ride fire, set the jammed mass into confusion. Daybreak disclosed the plain covered with riderless horses, horseless vehicles, fragments of harness, and heaps of stores and furniture. Night found the army bravely bivouacking on bare plains swept by a cold, searching wind, with not a single dugout to shelter them, but preparing a new position."

Under date of March 13 the correspondent says:

rail and were found at Gunshu Pass. 185 miles northward. The Japanese in battle employed phenomenal innovations unknown to European military practice, showing that they are not mere copyists. "One Japanese detachment had the Russians beaten near the northern tembs and could have entered Mukden two days earlier, but retreated, simultaneously opposing Russian regiments."

DEAD MARK PATH OF FLIGHT

Russians in Retreat Make No At tempt at Burial. GENERAL KUROKI'S HEADQUAR-TERS IN THE FIELD, March 16 (via Fu

an).-General Kuroki's army continues to lead the Japanese forces, which have now been engaged for nine days in a hard pursuit, in which they have covered a distance of more than 35 miles, with frequent fighting. The weather in the mountains is very cold, with frequent hard storms.

The brigade in advance occupied Tie

Pass Wednesday night, after a brief en

ganized daily after the storm. During the first day the Russians buried their dead, but since then they have left the dead wherever they fell. Tuesday the Russians made an attempt at resistance in entrenchments north of the Hun River, but abandoned them after they had been shelled for two hours. General Kuroki's army captured the

General Kurosi's army captured the colors of the Fifth Regiment of rifes. The colors were presented to the regiment by the Emperor in 183. Most of the captured organizations succeeded in burning their standards before surrndering. A few prisoners are secured daily. It is reported that during General Kuropatkin's resistance at Tower Hill in the ropatkin's resistance at Tower Hill in the first day's fighting he was slightly wound-ed by an 11-inch shell, which fell near

The Chinese officials received the Japanese Generals with soldiers, banners, banzals in almost all of the larger towns

FAKOMAN HAS BEEN TAKEN Linievitch is Expected to Make Declaive Stand Soon.

SPECIAL CABLE.
WITH GENERAL OKU'S ARMY.
March IS, via Fusan.—The Japanese troops have occupied Fakoman, to the northwest of Tieling. The fighting during the last two days has been of a most severe character, but the Japanese forces have had but little trouble in carrying the Bushad but little trouble in carrying the Russian positions so soon as the order was

Reports received from the signal corps state that the Russians are apparently demoralized, and are trying to raily to the northward. Their retreat has been checked by the reports from the advance guard that the Japanese are in a strong strategic position, where they can check the retreat, and the belief is general here that General Linestich will be a proposed. the recreat, and the belief is general new that General Linievitch will try to make a stand soon in the hope of gaining some slight advantage that can be used by him as a pretext to retire from the supreme command of the Russian armies.

BIG NEWS IS EXPECTED SOON

Oyama is Closing in on the Retreating Russians. SPECIAL CABLE.

TOKIO, March 20—Despite the op-timistic advices that have been received from Russian sources during the last few days to the effect that the Russian army in Northern Manchuria will succeed in can be stated upon exceptional authority that the Japanese forces operating against the Russians have succeeded in carrying and then write us as soon as possible the commander-in-Chief, and within a week, continued to the commander of the comma

Japa .ese Are in Keen Pursuit of the Russians.

TOKIO, March 19.-Headquarters of the TOKIO, March 19.—Headquarters of the defines the position taken in the matter Japanese army in the field, reporting under today's date, savs:

"Our detachment, continuing its adfaction with the situation had steadled Kaiyuan was evacuated by the enemy on

Russians Badly Disorganized.

WITH THE JAPANESE LEFT ARMY (2 P. M.), via Fusan, March 19.-(Delayed thrues its northern retreat, the Japanese following. They have occupied Fakoman, to the northwest of Tie Pass. Yesterday evening the Russian cavalry camped three miles south of Kaiyuan. Large Russian columns are retreating toward this place from the southwest.

The natives report that they are not stopping there, where the hills make a defense possible. If the retreat is forced it will probably be continued to Harbin. The Russians are reported as being badly disorganized.

Defenses Taken Without a Struggle. GENERAL KUROKI'S HEADQUAR-TERS, in the field, via Fusan (undated). The gain of the strongest natural position on the entire railway, whereon much money and labor was expended in de-fenses under General Kuropatkin's direction, without a battle, was hardly The greatly elated army shows how thoroughly beaten are the Russians. All indications point to a continuance of the retreat of the latter to Harbin. Before leaving the town the Russians fired railway buildings and those supplies which they were unable to transport

Report of Post for Kuropatkin.

ST. PETERSBURG, March 30.—The re-ST. PRINKSBURG, March 20-16 to port is current here this morning and ap-parently is credited in high official quar-ters that General Kuropatkin, smarting under his removal as Commander-in-Chief, has asked for and obtained com-mand of the first army. It is believed Chief, has arred for and obtained com-mand of the first army. It is believed here that he hopes to regain some of his lost laurels by defeating the Japanese on finak of the Russian army. Although the report is generally cred-ited, it cannot be confirmed officially.

Concentration of the Russians. ST. PETERSBURG, March 19 .- Com r-in-Chief Linievitch, in a telegram

dated Sunday, says:
"On March 17 Japanese batteries bombarded our divisions in the valleys of Tavanpun and Yanpu. The enemy appeared near Kaotaitse (on the railroad about 2 miles north of Tle Pass), and their cavalry had occupied Fakoman. Our armies continue their concentration."

Kuropatkin Off for Home. ST. PETERSBURG, March 26-(2:26 A. M.)—A report in circulation last night that General Kuropatkin is remaining in Manchuria and that he will assume a sub-

ordinate comm and cannot be confirmed, and private dispatches from Gunshi Pass, confirming the earlier official report, state that General Kuropatkin's train left on Saturday for St. Petersburg. Destroyer Lost in Storm. LONDON, March 18.—The Daily Tele-graph's Yokohama correspondent says that during a storm a Japanese torpedo-

Out Circulars.

LESSON TAUGHT AT DENVER

L. Wigle Finds That the State Federation Alone Will Be Able to Make Impression at the National Meeting.

Plans set on foot by the executive mmittee of the Crook County Cattlemen's Association, at a special meeting held last Saturday, will result before many months in a state organization of all the county cattle associations and representative cattle owners in Oregon, says the Prineville Journal of

the 16th inst. The word has gone from the local association that such a move has been started, circular letters are being addressed to all the cattle organizations in the state and inside of a few weeks a date will be set for a meeting of various representatives from the differ-ent parts of the state for the purpose of perfecting a permanent organization.
That meeting will be held in this city
either late in the coming Summer or
early in the Fall.

early in the Fall.

In the meantime the following letter has been addressed to all the cattle associations in the state and such men interested in the betterment of stock conditions as it is believed will lend their assistance in bringing the prospective organization to a successful beginning:

Princylle, Or., March 14, 1905.—Dear Sir. At a meeting beld in this city by the executive committee of the Crook County Cattlemen's committee of the Crook County Cattlemen's Association, steps were taken towards the perfecting of a state organization which shall embody all the local cattle associations and representative cattle-growers, not members of any such organizations, in the State of Oregon. But we think that this larger organization should be composed so far as practicable of county organizations. In counties where cattle associations do not exist, we urge that they be formed at once in order to bring this greater. formed at once in order to bring this greate formed at once in order to bring this greater body to a speedy and successful culmination. This move has been inaugurated because it is felt that only through the power wielded by a state organization along the lines advanced by the executive committee of the Crook County Cattlemen's Association will it be possible in the future to exert any considerable and ap-preciable influence either in legislative halls or in the National Livestock Association. The need of such an organization, through which need of such an organization, through which need of such an organization, through which the needs of Oregon cattle interests could be voiced, was most strongly felt at the annual convention of the latter body, held in Denver

the first of the present year.

It is the intention of the Crock County Cattlemen's Association, therefore, to form into a solid unit all the cattle interests in this state, but the preliminary steps which have already been taken must first be broached to the already been taken must first be broached to the cattle-owners generally for the purpose of securing unbiased and advantageous opinions. If the answers sent to this association in response to these letters prove to be favorable, then arrangements will be made for a meeting of the representatives from the different sections of the state to be held in Prineville during the Summer or Fail, at which time a permanent organization will be effected.

We should like to have you talk this matter freely before all cattlegrowers in your vicinity and then write us as soon as possible the con-

Commander-in-Chief, and within a week, at the utmost, news of a momentous come to mind. It is proposed to carry this matter through to an early success, with the dispatch from Marshai Oyama received early this morning states that the Japanese troops have occupied Kaiyuan, after a stubborn resistance, in which both sides lost heavily.

20 MILES BEYOND TIE PASS

TIE PASS

Or otherwise, and any suggestions which may come to mind any suggestions which may come in the page to carry this matter through to an early success, with the end in view of gaining for Oregon cattlement and their interests a position of power proportionate to the magnitude of the Industry in which they are engaged and the vast wealth which they represent. Both these should be more fully recognized in the future than they will be of resultant benefit, not alone to you.

20 MILES BEYOND TIE PASS and most sustaining industries.

H. D. DUNHAM, President.

A. L. WIGLE, Secretary.

The foregoing letter, which clearly ment of the ideas given the executive committee last Saturday by A. L. Wigle, It will be remembered that the latter was elected a delegate to the Denver convention of the National Livestock Association, and upon his return here he immediately advised that the Crook County cattlemen join hands in taking the first steps thward organizing a state association through which some power could be wielded and some rec-ognition of rights be obtained.

Mr. Wigie drew some very forcible enclusions at the Denver convention, where he saw the systematic working order of the representatives from such states that had well organized cartie organizations. In the face of the in fluence and power which they exercised at that time it was next to impossible for delegates from local associations such as he represented to make any headway. Measures of vital import-ance to the whole stock region of East-ern Oregon were quietly laid on the shelf and other matters of more than passing benefit were pigeonholed to the

grave. grave.

In consequence, Mr. Wigle saw the need of an organization in this state which, if thoroughly organized, would be capable of exerting as much power as those in the states of Texas, Colorado and other districts where the cattle industry is among the first, and the ideas which he advanced to the Crook County Cattlemen's Association a few

County Cattlemen's Association a few weeks ago and/to the executive committee last week are embraced in the above-quoted fetter.

It is believed by the local cattlemen that the move which has been made will be of great benefit to every cattle owner in the state and the latter are as a result much elated over the prospects in view.

It is not probable that the meeting

It is not probable that the meeting to be held in this city for the purpose of permanently organizing a state as-sociation will be on the schedule before early Fail. In other words, the date will be fixed for such a time as will not interfere with the harvest season or the Fall round-ups.

# WANTED

Every Man, Woman and Child in Portland

To call at our store for the greatest strength-creator and health-restorer which we have ever sold-Vinol. It is not a patent medicine, but the most valuable

We do not believe there is a person in this vicinity but what Vinol will benefit them at this season of the year. Vinol is delicious to the tasts, and it is recognized throughout the world as the greatest strength-creator for old people, weak, sickly women and children, nursing mothers and after a severe sickness.

Vinol never falls to cure hacking coughs, chronic colds, bronchitis and all throat and lung troubles. It is unequalled to create an appetite and to make those who are too thin fat, row; and healthy.

We have had so much experience with Vinol and seen many wonderful cures performed by it that we offer to return your money without question if it does

your money without question if it does not accomplish all we claim for it.

Can anything be more fair than thist. Try it on our guarantee. Woodard. Clarke & Co., Drusgists.

Try it on our guarantee. Woodard. OR. WALKER, 181 First Street, Corner Yamhill, Portland, Or

# MOVE TO ORGANIZE A TRAINED NURSE

Crook County Cattlemen Send After Years of Experience, Advises Women in Regard to Their Health.

Mrs

Martha

Pohlman

Mrs. Martha Pohlman of 55 Chester Avenue, Newark, N. J., who is a graduate Nurse from the Blockley Training School, at Philadelphia, and for six years Chief Clinic Nurse at the Philadelphia Nurse at the Philadelphia Hospital, writes the letter printed below. She has the advantage of personal experience, besides her professional education, and what she has to say may be absolutely relied

upon.

Many other women are
afflicted as she was. They can regain health in the same way. It is prudent to heed such advice from such a source.

Mrs, Pohlman writes:

"I am firmly persuaded, after eight years of experience with Lydia E. Pinkham's Vegetable Compound, that it is the safest and best medicine for any suffering woman to

is the asfest and best medicine for any suffering woman to use.

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