

JIM HILL TALKS ON THE RAILWAY NEEDS OF THE WEST

Transportation Magnate Says There Should Be 75,000 Miles Built.

ALL SHOULD BE DONE IN NEXT FIVE YEARS

Says That the Country's Prosperity Is Bound Up In Railways.

The following interesting interview with "Jim Hill" the railway magnate appeared in a recent issue of Harpers Weekly:

"How much new railroad does the West need?"

"There should be seventy-five thousand miles of new road built in the next five years, even to get abreast of current business, and unless commerce is to be tied up in a hard knot that is what will have to be done. It will mean the spending of \$1,000,000,000 a year. About sixty-five per cent, of this, mind you, will be for labor, and the balance for material which is almost entirely labor. Almost every dollar of it will go into circulation, back to the workingman, the farmer, the manufacturer, the merchant.

"It is a soothing picture, isn't it? But to do it the railroads must be allowed to run their business as any other business runs. They are the second biggest interest in the country. They purchase twenty-five per cent of everything that is purchased. They employ one way or another a very large proportion of the working male population; then tell me why every man in the country, whether he be merchant, farmer, manufacturer or workman, cannot see that all prosperity, from the ground up, is knit inseparably with the prosperity and proper maintenance and upbuilding of the railroads? Why are they all led like sheep by a lot of politicians who will sell them out at the drop of the hat?"

"The railroad is the most important factor in the country's prosperity, and it makes the smallest profit. A bank can clear thirty, fifty, even a hundred per cent, so long as it pays legal interest, and the government has nothing to say. If a bank does not make money it can liquidate and get out. So can a man in any other business; but a railroad's profits must be limited to a margin on which necessary expansion is impossible. It must be run in the most expensive way, it must stand the loss of lean years and make a minimum in the good ones when every other business is coining money.

"But how long do you think people are going to invest their money in a business that is called to the cross in this fashion? And when they won't invest, tell me what is to become of the commerce of the country. The true measure of prosperity, plainly enough, is the ability to move products and merchandise promptly."

"Where, Mr. Hill," I asked him, "does the cure lie?"

"The cure lies in an access of common intelligence among all classes," he answered quickly; "and it will have to be applied promptly. Ignorance and malice and graft have controlled public sentiment too long already. Men have got to realize what railroads mean to them. They have got to realize how absolutely superior American roads are to those of any other country in their relation to the masses.

"American railroads serve the people better and cheaper than any other in the world, nevertheless they have been pilloried as criminals, and the American people, whose mainstay they are, have stood by and applauded. It is the greatest absurdity in history.

"It is time for the whole country to sit down soberly and adjust this matter on a basis of common sense. The development west of the Mississippi in fifty years has been enormous, but it is nothing compared with what will follow if a sane attitude is taken toward the railroads. They have opened the west in a way so that people can live there, but they cannot live there unless they can make money. That is sure. The essential thing to that end is that the railroads shall increase so that more territory can send its products to market, and support a large population, which in turn will consume the products of other markets.

"People want the railroads to

build, and yet put them in a position where building is impossible. How can they build and why should they build? Why should a railroad man jeopardize his property and its already meagre earnings when the very people who live by it allow a railroad to be treated as if it had no rights that anybody was bound to respect? Let them build their branches themselves and see if they can run them at a profit.

"No, sir," he said, rising and stalking up and down the room: "you ask me where the cure is. The public, the business public, the producing public, and the earning public must change its attitude. It is cutting off its own nose all the time by joining in the political clamor against the railroads, and being too blind to see it. To a thinking man it is perfectly plain that the public foots the bill every time.

"Perhaps business men will see now that their prosperity depends on the prosperity of the railroads, and that it is utterly impossible for one to thrive and the other not. Perhaps, too, when the farmer begins to feel the tooth of deprivation, when he has starved his soil so it will work for him no more, and when there is no longer any virgin land for him to take up and harass, he will get some sense, and begin to treat his acres decently. Education, intelligence. These if they bear fruits in action are all we need."

"Mr. Hill," I said, "would the proposed ten per cent, or approximately ten per cent, increase in freight rates relieve the railroads from their present straits?"

"It was a long, long time before he answered, and there was made manifest the other side of James J. Hill, the cautious and judicial side, the side that weighs a proposition in the scales of a balance sheet, the side that has enabled him to handle projects of titanic magnitude, and bring them through all difficulties to the safe ground of success. He pulled down from his desk a railroad manual and, consulting the index again and again, turned and studied the fiscal statements of many railroads, their gross earnings, their bonds, stocks, and operating expenses, making calculation, half aloud, now on a block of paper, now in his head. At last he closed the book, laid it on the desk, and said:

"Yes, ten per cent, would do it. An advance of that nature at the present time would be the best and in fact the first real step that we could make toward restoration. It would relieve the tension that at this minute is forcing several railroad into very uncomfortable and very serious situations. It would start the wheels of business to moving, and the shippers and everybody else would profit by it. Follow this up with a rational, calm, and business-like administration of public affairs, and we would be brought back within a short space of time to such general conditions of business activity and health as every one needs and longs for. The development of the West, which is so vitally important in the face of our growing necessities, would then proceed at a rapid rate and upon a sound footing.

"I believe the people are at the present time in a receptive state of mind, and that things can perhaps be accomplished now in the way of regeneration that would not have been possible some years ago.

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With the Toast and Tea

GOOD EVENING.

What a sense of security in an old book which time has criticised for us.

LOWELL.

A Week's Experience.

The year had gloomily begun For Willie Weeks, a poor man's SUN.

He was beset with bill and dun, And he had very little

MON.

"This cash," said he, "won't pay my dues, I've nothing here but ones and

TUES.

A bright thought struck him, and he said,

"The rich Miss Goldrocks I will

WED.

But when he paid his court to her, She hisped, but firmly said, "No,

THUR.

"Alas," said he, "then I must die!" His soul went where they say souls

FRI.

They found his gloves and coat and hat,

SAT.

And the coroner then upon them

—Success.

FORECAST FOR OCTOBER.

Now, Taft was enjoying An aeroplane flight, And skimming around

Like the man-swallow Wright, When who should appear,

Holding fast to his hat And sailing the sky.

But the man from the Platte.

Said fat Bill to Platte Bill, "Now, isn't this great?"

Said Bryan, "You bet— Is my rudder on straight?"

And the wind coming up With a slight show of bluster,

They both skidded off Through the air belly buster.

And while they were flying About a mile high,

The Roosevelt entry Emitted a cry:

And Bryan, supposing He'd dropped from the race,

Showed up with a horrified Look in his face.

But Taft was just floating— "My motor's gone out!"

Now, hand me a match "When you next come about!"

But Bryan just laughed, And he said, "My dear speeder, Remember that I

Am the great matchless leader."

October is from the latin octo, meaning eight. It was the eighth month of the old Roman calendar.

This brought oysters in at the end of August, when they had to be candled like eggs, and the Oyster Trust always cornered the supply in cold storage. But Rome, like every other nation, had a reformer not too often for reasonable profits in business, and when Sulla Pompeius came into power in 713 B.C. he made October the tenth month and busted the Oyster Trust. He was idolized by a grateful populace, and was only relinquished to private life in his later days that he might gratify his desire to hunt big game in Africa.

The presidential race will reach

Three quarters of a mile, And both the Bills will hit it up

In good old fashioned style. The Platte will shake his big brogans

And put up dust and dirt, The giant Taft will grunt and sweat

And rip his undershirt, The plaudits of the multitude

Will rise in mighty peals, And the watchful Teddy Bear will nip

At William Howard's heels

The pink mudguards of Sunny Jim will catch the frost descending, and turn a fine autumnal red, with the burning sumac blending; the frost will thin out Mr. Kern's elaborate chin thicket, and each of these hair-bearing tails will go some on his ticket.

The frost will paint the sassafras a deep and glowing red, and the farm hand will resume his howl for blankets on his bed. The plant exuded phosphorus will gossamer the air, and Dorsey Kretzler will put on his wind-proof underwear, the southward moving ducks will quack upon the reeded lakes, and man will line himself inside with buttered flannel cakes.

The women will parade beneath the big sky-scraper hats, and 'guy lines strung to steady them will anchor in their rats; and every time the wind blows brisk, with many screams and squeals, they'll all turn

turtle and will fan the azure with their heels.

The hunter will unto the woods To live the life of Crusoe And the quail will balance on a rail And whistle like Caruso.

The poor hay fever patient will return from his retreat, and every time his nose goes off and honks upon the street, we'll scramble for the nearest curb as fast as he can dart, believing that his lusty sneeze is some skiddoodle cart.

The candidate will press his suit and tell his little jokes while he is handing out cigars they name for famous folks; and notwithstanding all the harm this sort of smoke has done us, we'll all waltz up again and try his deadly Mrs. Guinness.

After the 26th October will be under the influence of the zodiacal sign Scorpio the crustacean. Persons born in Scorpio are lobsters, and are mostly actors and baseball players. They have remarkable foresight. Among other things, they can tell when the big girl is going to quit, and always give her notice first.

The armoured football player will cavort in padded pants and butt to beat a billy goat while frenzied thousands dance. He'll cut the foe with glass hid in his Paderewski mop, and when they pile on sacks he'll do a war dance on the top. The high school boys will all get up and yell like Kingdom Come, the high school girls will swallow six or seven gobs of gum, the autumn sun will be obscured by colors, horns and hats, the cap-tapping end will cave the other fellow's slats, the giant centers will collide like two excursion trains, the guards will paw the earth and scramble one another's brains; and when the ambulance drives up, with great vociferation the howling mob will give three cheers for higher education.

The first frost ripened hickory nuts

Will rattle to the ground, And local option will put on

The blower all around. The hunter's moon will sail the sky,

The bee will duck the clover, And the other Wright in France will

knock The Eiffel Tower over.

The flower for October is the hop. This signifies that the fates are against prohibition in one month of the year, anyway.

Our gad-abounding fleet will throw a scare into Japan, and shell the Chinese coast until they tell the age of An! and old John Rockefeller will observe October nine, with a big barn dance at Forest Hill and unfermented wine, the third month since he's had to make a payment on that fine.

And then November 3rd will come,

When all of us shall vote, And one of these two Bills will have

To be the Billy goat.

GANDERBONE.

HERE'S ONE THAT IS TOO

UTTERLY TOO, TWO, TO, 2

Here is a puzzle almost as good in an orthographic way as

the question, "How old is Ann?" was in mathematics. A

learned gentleman writing a work on English grammar is

dictating to his stenographer. He dictates as follows: "In the

English language there are three ways of spelling 2." How

should the stenographer spell out the sentence?

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Saw Mill Proposition

MILL—2-Story 32x48, with addition for planer 24x56, and ENGINE ROOM 20x40, fling room 10x12, 3 tramways and slab conveyor 120 feet long, 35 barrels, water tank and 20-ft. tower.

MACHINERY—Atlas engine, 12x18, boiler 48x16, steam pump 125 ft. hose, Maine saws 2-50 in, 32 ft. carriage with 3 head blocks, log haul cant gear, 4 saw edger, 2 saw trimmer, cut off saw, 2 wheel trucks and 2-4 wheel trucks.

PLANER—6x24 S4S, 30 in, blowers, swing cut off saw, emery knife grinder and grind stone.

FARM—195 acres with 5000 ft. stumpage left and 1,000,000 ft. piling, 35 acres under cultivation, house 16x30, 2-story and addition 16x28, 5 rooms first floor, 4 rooms second floor.

BARN—50x50 stalls, 6 head of horses, 10 cows and large storage rooms for hay and grain. Wood shed 16x24, chicken house. Extra houses for mill hands etc.

COOK house 24x32m, 2-story with sleeping rooms for the employees. 5 rooms on second floor, Michigan range cooking utensils and dishes.

I, 16x36—one story D, 2 rooms

I, 14x16—one story D, 1 room

I, 16x26—one story D, 3 rooms

I, 16x36—one story D, 3 rooms

I, 16x24—one story D, 2 rooms

Large dam in Elk creek not yet completed. Dam in Bidwell creek 60 ft. long 10 ft. high; also 2-floor dams in Bidwell Creek.

BLACKSMITH SHOP—14x16, with forge, anvil, bench, vice, die press, pipe vice, stock and dies, pipe cutter, 4 augurs brace and two sets of bits, 8 crosscut saws, 8 axes, 2 cant hooks, 8 peaves, 5 shovels, 2 picks, 2 mattocks, 3 sledges, 4 wedges, 2 large and 1 smalljack, 1 automatic jack.

Donkey engine, Ledgerwood 9x10, with 7-8 in, main cable 3,200 ft. 1/2 in back haul, line, 150 ft. 5-8 in yarding line, 2-20 ft. chokers, 4 return blocks and one Tony moon But chain, 1 lead block.

TWO HORSES—1 set heavy and 1 set light harness, 1 heavy wagon, 1 harrow, 1 plow.

STUMPAGE 500,000 ft. not paid, 75 cents per m. 400,000 ft. \$400 paid and if more than this amount of stumpage, balance at 1,000, per M, 1,000,000 stumpage \$700 paid, balance when logged at 75 cents per M.

TOTAL STUMPAGE—4,300,000 ft.

LUMBER ON YARD—1,000,000 ft.

LOGS—50,000 ft cut piled and on the creek banks.

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