

WOODLAND PEOPLE ARE PROSPEROUS

An Association Formed of Farmers of Lewis River Valley Who Operate an Extensive and Paying Plant.

Milk from Dairy Farms Brought to the Factory and Manufactured into Prime Quality of Cheese.

(Journal Special Service.)
WOODLAND, Wash., Aug. 13.—Particularly satisfied are the people of this town and of the valley with the farming and dairying interests of the present year. The farmers are largely engaged in dairying, the product being principally manufactured into cheese.

The Woodland Dairy Association, with factory located at Woodland on the Lewis River, some 40 miles from Portland, is owned and controlled by the farmers of the valley, its present officers being S. Caples, president and manager; Frank Klager, secretary; S. C. Strang, treasurer; John Bogart, manufacturer. The association is strictly a co-operative concern in which the members are not only the shareholders but the profit-sharer as well, receiving all profits above the actual cost of production.

Fourteen Years Old.
It was established in 1889 on a small scale, has grown in membership, increased in capacity and prospered, particularly during the last six years, during which time it has doubled its capacity, till today it is one of the largest cheese factories on the Coast. It receives daily the milk of some 700 cows, each patron receives pay for the milk furnished on the basis of the butter fat it contains, the average test being about 3.5 butter fat.

The present daily consumption of milk is about 1,400 pounds, while in the months of May and June, the daily consumption reached 1,900 pounds. In the month of May the patrons received for their product \$7.50.

A Big Increase.
Last year the factory paid to its patrons \$28,000. This year they will realize about \$50,000. The daily output of cheese is about 1,000 pounds. This product commands the highest price in the Portland market, the output being wholly inadequate to supply the demand.

The farmer realizes from the milk of each cow from \$50 to \$75 per year, and in addition has a source of profit from the whey which he utilizes for feed for the pigs.

It is said that some of the benefits of this factory are that the farmer is able to own larger herds, the stock is of higher grade; the milk of better quality and greater quantity and a surplus accumulating for a rainy day.

But the farmers say that a greater benefit than all is the putting out of commission that frightful bane of the farmer—that interest-accruing, soul-destroying mortgage. Before the institution of this association mortgages were about as numerous as the farmers, while today they are "few and far between."

LONGSHOREMEN ARE INJURING TACOMA

Cry Goes Up that Pacific Coast Company Loads and Unloads at Seattle.

(Journal Special Service.)
TACOMA, Aug. 13.—In consequence of the longshoremen's strike, which is still in effect against the ships of the Pacific Coast Steamship Company in Tacoma, all steamers of that line have been ordered not to call at this port and are loading and unloading their entire cargo at Seattle. Formerly they divided their time between the two ports. All freight for this city is now shipped from Seattle by rail. The company refuses to grant the scale of wages asked for by the men.

VISITORS TO PORTLAND
Should See the Beauties of the Matchless Columbia River.

Leaving Portland daily at 9:20 a. m., by the Oregon Railroad & Navigation Company's "Portland - Chicago Special," the beauties of the Upper Columbia River are seen by daylight, arriving at Cascade Locks at 11:05 a. m., and The Dalles at 12:35 p. m. Returning, the train leaves The Dalles at 1:30 p. m., Cascade Locks at 2:45 p. m., arriving at Portland at 4:30 p. m. If desired, return can be made by river steamer from Cascade Locks on the way up, arriving at Portland about 7 p. m. Return can also be made from The Dalles by boat. The T. J. Potter leaves for Astoria and Ilwaco every day in the week, except Sunday and Monday. Particulars at city ticket office, Third and Washington streets.

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TILLAMOOK WILL BE AT THE FAIR

People of Growing County Will
Advertise Their Wealth at
Lewis and Clark.

(Journal Special Service.)
TILLAMOOK, Or., Aug. 13.—That Tillamook County will have a good display at the coming Lewis and Clark Exposition seems to be the opinion of many of the business men and leading ranchers of this section of the state. It is thought that the exhibit made by the citizens of this county will excel any other display of dairy products made at the 1905 Fair. Several of the ranchmen living near this city have stated that a small model dairy farm located on the Exposition grounds would be a display that would make a hit with the Eastern visitors. Along with this sample farm there could be, so many Tillamookers say, a small butter and cheese factory, where the Fair visitors could see how these products are made. As "the cheese that made Tillamook famous" is rapidly becoming known and eaten in every part of the United States, it is thought that an exhibition of how it is manufactured would be a great advertiser for one of Oregon's leading industries.

A Money Exhibit.
It is also said that plans will be made within the next few months to have displayed at the coming Fair a very creditable exhibit of Nestucca honey. The raising of bees has become one of the important industries of the southern part of this county, and it is thought that the exhibition that may be made of this business will be one that will tend to induce more settlers to come to this section of the state and engage in the culture of the bee.

The Tillamook County part of the Fair will also have a display of Sandlake cranberries. The great timber wealth of the country will also be remembered, state the men who have the display at heart, and the forests throughout this part of Oregon are to be advertised in a manner that is hoped will cause many Eastern lumbermen to settle near here. The fishing industry will also receive the attention of the 1905 Fair workers.

MAYOR OF TILLAMOOK

(Journal Special Service.)
TILLAMOOK, Or., Aug. 13.—Attorney C. W. Talmage, Mayor of this city, is planning to go to Seattle to attend the Trans-Mississippi Congress, which will be held there this month. Mr. Talmage was appointed as one of the Oregon delegates to this convention by Governor Chamberlain. As Tillamook County is one of the greatest dairying communities in the United States, it is said that many of the leading men of the state, including the Governor, thought that one of the delegates from this commonwealth should be from this neighborhood.

BUYS HER OWN BONDS

(Journal Special Service.)
TACOMA, Aug. 13.—The City of Tacoma will invest the entire balance now in its sinking fund, amounting to over \$17,000, in some of its own light and water bonds, bearing 5 and 6 per cent interest. Through New York brokers City Controller Lister has succeeded in securing \$16,000 worth of the 5 per cent bonds at a premium of 105, and 1,000 10 per cent bonds at a premium of 110. An advantage was taken of the slump in the financial market in the East in making the purchase, though Tacoma's credit is good enough to prevent the bonds from falling off materially in price, at least as much as most other stocks. The city now has over \$100,000 of its surplus money invested in its own securities, thus saving the annual interest on the bonds.

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Judge Carey Also Spoken of
as Possible Candidate Be-
fore the Legislative Assembly
of 1907.

His Supporters Think of Jug-
gery in Last Convention as
They Grind Their Knives—
Mitchell and Simon.

The inner significance of the present struggle in the Oregon Republican party pertains to the election of a United States Senator in 1907, when a successor of John H. Mitchell will be chosen. Charles H. Carey of Portland is a receptive candidate, and H. W. Scott of Portland may be similarly classed. Adjustment of existing differences, or, if adjustment should fail, victory in the contest for supremacy in the present organization, is the issue. Judge Carey and Mr. Scott, in the nature of things, cannot harmonize, if both continue to pursue the pathway that leads to the Federal Senate.

The Carey people hold it against Mr. Scott that he vetoed Judge Carey's nomination for Governor in 1902, desiring to keep Multnomah County free from incumbrances and in a position to claim the United States senatorship. Mr. Scott insisted upon two things:

That he dictate the nomination of all legislative Representatives and State Senators.

That no one from this county go on the state ticket, excepting Mr. Dunway for State Printer.

Mr. Scott consented to Mr. Dunway because of the pressure of family influence. Dunway is a relative of Mr. Scott.

No Other Multnomah Men.
Recognizing that if Multnomah County got the governorship nomination, it could not have the United States Senator, Mr. Scott denied Judge Carey the place he wanted on the ticket.

Scott's compact with Jack Matthews and the Mitchell leaders involved his own election to the Senate. His claim regarding the make-up of the state ticket was to enforce the provisions of that compact. Multnomah County could not ask for both Governor and Senator. If Mr. Scott was to receive honest support for the Senate, he would in all good conscience, and according to good political practice, permit no other Multnomah County man to go on the state ticket.

Handed a Gold Brick.
Every one who has been in Oregon during the past year knows that within the steel walls of Mr. Scott's safe rests a large, very deceptive gold brick. This gold brick was handed to Mr. Scott on the evening of the last day of the Legislature in February, 1903, by the gentlemen who composed the Multnomah County delegation. It was manufactured by "Jack" Matthews a year before that day, when he entered into that compact with Mr. Scott, intending at the same time to elect some one else to the Senate.

One gold brick, however, is not enough for the distinguished literateur who presides over the editorial desk of the Oregonian. He wants another. Or, at any rate, he is willing to make the race again, unless intervening happenings should compel a change in his plans. But if the supporters of Judge Carey retain for him the ambition to go to the Senate at Washington, there must arise between Mr. Scott and Judge Carey's followers an irrepressible conflict.

Control of County Vital.
In the candidacy of any Multnomah County man for United States senatorial honors, control of Multnomah County is vital. He must name the delegation to the Legislature. It was on that rock that Mr. Scott's ship wrecked last winter. The rock upon which it dashed was planted in the political sea when the Republican legislative candidates for Multnomah County were selected in the 1902 county convention.

That convention held a session, adjourned a week or so, and then, after re-assembling, completed the list of legislative candidates. Insisting upon the entire delegation, Mr. Scott was given all but three, and these three went to Charlie Fulton on the last night of the session and decided the contest in favor of the Astoria man. When those three candidates had been named on the county ticket—Nottingham, Fisher and Banks—Mr. Scott's senatorial gold brick had been contracted for by "Jack" Matthews.

Many-Cornered Fight.
All of which pertains to the many-cornered fight now in progress in the local Republican party looking toward control of the present Legislature. Generally speaking, it is Simon against Mitchell. The Simon wing is quite closely united. No apparent quarrels divert its strength, excepting for minor matters that do not alter the general makeup of the Simon contingent. But those who enter the lists against "Little Joe" are hopelessly divided. They are torn to tatters as an organized political entity. In fact, they become numberless factions, with no one to forestall exactly what alignments will result. From the existing conditions, more differing associations and divisions may come than have ever resulted from a factional fight in an Oregon political party. Senator Mitchell will probably refuse to succeed himself. And that will cause a conflict of interest that will offer a lucrative job to the man who can effect a successful merger and stop this ruinous competition with its consequent waste.

NEW MASTER CAR BUILDER

(Journal Special Service.)
TACOMA, Aug. 13.—George H. Gilman will assume the duties of master car-builder of the Northern Pacific Railway on August 21. Mr. Gilman has been for many years superintendent of the South Tacoma carshops of the company, and was first employed by the line in 1883 in the Brainerd, Minn., shops. His promotion from the ranks has been a deserved one. He is a well-known railroad man, and is the patentee and owner of the Gilman emergency car-coupler knuckle and the Gilman brake-shoe, and receives a good royalty from the manufacture of these goods.

Reduced Rates to the Seashore.
Go to Newport on Yaquina Bay—an ideal beach. It is becoming very popular with the Portland people. The low rate of \$3.00 has been made by the Southern Pacific Company in connection with the Corvallis & Eastern Railroad for the Sunday round trip from Portland, tickets good going Saturday, returning Monday.

A delightful ride through the beautiful Willamette Valley, with privilege of going up one side of the Willamette River, returning the other.

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