

CENTRAL POINT HERALD

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THE ONE CHIEF CAUSE.

People are freezing for lack of coal. Farmers cannot get their crops to market. Lumber mills are idle or running on short time, and people who need lumber are delayed and injured. Traffic of all kinds is semi-paralyzed. Some railroad men, like Mr. Hill, admit that transportation facilities are greatly short of requirements, and that an expenditure not merely of millions, but of several billions, is necessary to catch up. Investigations have revealed these conditions, and causes have been assigned; but the Atlanta Journal is not far wrong when it says there is just one cause, and that is avarice. It says:

It is avarice which is killing and wounding the scores and hundreds of passengers, freezing and starving the citizens of the northwest, threatening the whole commercial and industrial system of the country with a collapse. It is avarice which is pounding the transportation systems of the country into splinters.

They are trying to grab, to-day, the legitimate earnings of the future. And if they can't do it without wrecking the system of to-day, they are willing to do it anyhow, and let the system go to ruin.

In other words, the profits that should be put into more mileage, that should be put into better equipment, into safety devices, into cars and engines, into salaries sufficient to ensure that no employe should have too much work on his hands—these profits are paid out as dividends on watered securities.

Instead of a legitimate profit, these traffic highwaymen demand a profit on fictitious as well as real value. Their stocks and bonds are half water, and they insist on interest and dividends on the water as well as on the cash. They kill and maim the people, and refuse to supply facilities for moving the country's produce, because it is cheaper to do so than to provide sufficient equipment and run their passenger trains carefully. Instead of developing the country, they are bringing ruin upon it, and so that they can pile up millions while doing so they do not care for consequences, even to the railroads. The Atlanta Journal remarks further:

It is a saturnalia of money-drunkards. Drunk with the money which they obtain as interest on bonds which it was not necessary to issue, on stocks which are full of water, on fictitious securities. Drunk on money which should be put into up-to-date machinery and appliances, into safety devices, into more tracks, into cars and engines. Drunk on money which represents, in its analysis, hundreds and thousands of slain and wounded men, women and children.

It is a true arraignment, and tens of thousands of people in Oregon can point to E. H. Harriman and say, "Thou art the man," though he is but the tool of others.—Portland Journal.

Oregon needs a railroad commission and it is important that the body, if created, shall be kept as far from political influence as is possible. If the election of the commission is left with the Legislature it will at once become a plaything for the political bosses; if its creation is left with the Governor he can and will be held personally responsible for the work done. An appointive commission is what is needed.

"Let's," cries Mr. Roosevelt at the top of his voice, "let's build more and larger battleships at once." At the risk of disturbing the serenity of the president, we rise to ask: "What is the matter with building a lot of cars to move the products of the country?"—Journal.

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Lady—You poor man! All dead?
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The Modest Burglar.
The burglar is a modest man.
He's never seen by day.
And if accosted late at night
He tries to steal away.

When'er he has to make a call
He never makes a fuss;
He keeps as quiet as he can
So's not to trouble us.

He is so modest, if you'd say,
"Why, you are Burglar Jim!"
He'd say, with evident distress,
"No, mister; I ain't him!"
—R. H. Kirk in Lippincott's Magazine.

A Safe Bet.
"There, now," said the would be author, "you've heard the first four chapters of my novel. Can you tell how the story's coming out?"
"Well," replied Crittiek, "I can tell how it isn't coming out."
"Er—how do you mean?"
"In book form."—Houston Post.

No Use Advertising For It.
Griggs—Dropped into the courthouse this morning and lost my overcoat there, confound the luck.
Briggs—That's nothing. Last week I lost a suit there.—Boston Transcript.

A Poor Resort.
"Why is Freshers always boasting that he has lost money on the market?"
"It's the only way he can ever get anybody to believe that he ever had any."—Detroit Free Press.

Breeding For Better Cows.
On this important subject A. S. Ennis gave the following excellent advice before the Missouri Dairymen's association:
"Try to be sure you are buying from a reputable breeder. Keep the bull till a number of his heifers have milked the first year. If the heifers show improvement over their dams you can be sure you are on the right track. You will find your bull has nicked better with some of your cows than others. Always keep the best heifers. About the second cross you will find some of the heifers giving more milk and making more butter with their first calves than their grandmothers ever made for you in the prime of their lives."

Pure Water For the Cows.
A cow requires from eight to ten gallons of water daily if she is capable of giving an abundance of milk. Water is the largest proportion of the milk, and the cow should have a sufficient amount to use in manufacturing milk as well as for supplying her bodily requirements. If the cow must seek water in some low, shallow place in the pasture she will be compelled to use that which is not pure. Good pure water should be accessible to the cows at all times, for they have no regular time for drinking. Every farm should have a plentiful supply of pure water for the cows, says Western Life, as they cannot yield their full quota of good milk.

Up to Date Dairying.
In Denmark the dairymen are growing to be experts because they employ a skilled superintendent who has charge of a certain district. He visits the dairies within his territory once or twice in two weeks and gives them the benefit of his skill and observation. If he finds that the man in charge of the dairy is not up to date he requires him to remedy the defect, whatever it may be. He takes samples of milk from each cow and reports at his next visit.

A Good Little Cow.
It is not always in the high walks of dairy life that all of the good cows are found. Sometimes blue blood and excellence are discovered in humble lots, remarks a Hoard's Dairymen correspondent. Neighbor Isham last fall bought a little Jersey cow of unknown history and breeding for \$35. In the seven months since this little cow has supplied a family of seven, five of whom are children, with milk, and the balance has been sold, the sales to date amounting to \$64. If the next five months turn out as profitably as they now promise, \$100 is going to be hard hit by this little yellow cow.

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CHRISTIAN CHURCH.
E. A. La Dow, pastor. Preaching service at 11 a. m. and 8 p. m. Sunday school, 10 a. m. Ladies Aid Society meets regularly every Wednesday afternoon at 3 p. m. at the home of its members. Choir practice every Friday night.

METHODIST EPISCOPAL.
Geo. L. Burbank, pastor. Sunday school every Sunday at 10 a. m. Preaching every Sunday at 11 a. m. and every other Sunday at 7:30 p. m. Prayer meeting Thursday evening at 7:30 p. m. A cordial invitation is extended to all. Preaching at Gold Hill on alternate Sunday evenings at 7:30 p. m. Sunday school every Sunday at 10 a. m.



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