

The Yamhill County Reporter.

VOL. XXIV.

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NO. 29.



Congo Oil Cures Bruises.

EIGHT YEARS.
FOSSIL, OREGON, December 4, '93.
O. W. R. Mfg. Co., Portland, Oregon.
Dear Sirs: I wish to state to you that I have been afflicted with rheumatism for the last eight years. I bought a bottle of Congo Oil from Messrs. Lamb & Putnam, your agents here, and after two applications my rheumatism was knocked out. No other medicine ever gave me relief in such a short time as Congo Oil.
Yours truly,
LYMAN BROWN.



Rheumatism Cured!

Gentlemen: Have been afflicted with severe rheumatic attacks for the past six or seven years. I took one bottle of Dr. Grant's Sarsaparilla and Grape Root and applied Hates's Congo Oil externally, and the result was wonderful—it worked more like magic than medicine. These two medicines I consider will knock any case of rheumatism.
R. A. LEONARD,
447 Montgomery St., Portland, Oregon.

Congo Oil Cures Lameness.

Ruslyn Bank Robbery.—Evidences from the District Where They Were Captured.
O. W. R. Mfg. Co., Portland, Oregon.
Dear Sirs: Your Congo Oil is the best medicine I was recently kicked by a horse on the leg, and was hobbling around on crutches. I was induced to try a bottle of Congo Oil, and after applying freely for one day I threw away my crutches. I works like lightning.
Yours truly,
J. A. HARRISON,
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Congo Oil Kills all Pain.

SOLD EVERYWHERE.
Price 50 cts. and \$1 a bottle. Price 50 cents, 6 bottles \$2.50.

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Dear Sirs: I can scarcely realize I was so near death's door, the result of a bad attack of inflammation of the kidneys. My urine was bloody and terrible pains near the spine. I tried several remedies, but got no relief. When I was suffering terribly a copy of your Medical Adviser was received by some one in our household. After reading part of it I sent for a bottle of Dr. Grant's Kidney and Liver Cure, and after five doses I felt relieved. I continued taking until I had taken three bottles, and was completely cured.
Gratefully yours,
J. A. ALEXANDER,
773 Hoyt street, Portland, Oregon.

Price \$1 per Bottle For Sale by S. HOWORTH & CO.

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8 Street, north of Third. Everything New and first-class. Conveyance of Commercial Travellers a specialty. Board and stabling by the day or month. We solicit a fair share of the local patronage.

FRANK ROECA, Fashionable Tailor.

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Matthies Brothers, CITY MARKET.

FRESH MEATS OF ALL KINDS. CHOICEST IN THE MARKET. South side Third St. between B and C.

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For a Clean Shave or Fashionable Hair Cut Give Him a Call. My Baths are new and first-class in every respect. Ladies' Baths and shampooing a specialty. I employ none but first-class men. Don't forget the place. Three doors west of Hotel Yamhill.

ELSIA WRIGHT, Manufactures and Deals in HARNESS!

SADDLES, BRIDLES, SPURS, Brushes and sells them cheaper than they can be bought anywhere else in the Willamette Valley. Our all home made sets of harness are pronounced unsurpassable by those who buy them.

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Located at Sheridan, Yamhill County, Oregon, are just now offering bargains in real estate that can't be duplicated in the Willamette valley. Lands that have been held in large tracts are now being subdivided into tracts to suit purchaser, and at prices that defy competition. People with small means and desiring homes on the installment plan, will find it to their interest to call upon or address this company. Sheridan is in a favored fruit district of Oregon, out of range of the coal and other insect pests. We also have some fine business openings and mill properties for sale or exchange for other property. Trades of all kinds negotiated. Correspondence solicited. Descriptive circular and price list will be forwarded on demand.

Below we give a few farms we are offering for sale:
NO. 1. 483 acres, 400 in cultivation, large two-story house, large barn, two large bearing orchards, nice stream of water running through the pasture, irrigating abundance of water at all times of year, situated on county road and railroad, 2 1/2 miles from Amity. This will be sold at a great sacrifice and divided to suit purchaser.
NO. 2. 180 acres, 80 acres in crop, balance easy cleared, situated on county road 3 miles from Sheridan, 1/2 mile from school, splendid hop, grain or fruit land, price \$18 per acre.
NO. 3. 200 acres, 50 acres cleared, balance young oak and fir land, nice stream water, a splendid stock ranch, situated 3 miles from Sheridan; price \$7 per acre.
NO. 4. 100 acres all in cultivation, adjoining the city limits of Sheridan, one hop land; price \$35 per acre.
NO. 5. 30 acres, 15 acres clear, all lays fine to cultivate when clear, 1 1/2 miles from Sheridan; price \$12.50 per acre.

SHERIDAN LAND COMPANY, Sheridan, Oregon.
ISAAC DAUGHERTY, Manager.

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Transacts a General Banking Business.

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Calbreath & Goucher,
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Proprietor of the McMinnville

TILE FACTORY,

Situated at the Southwest corner of the Fair grounds.

All sizes of first-class Drain Tile kept constantly on hand at lowest prices.

McMinnville, Oregon.

WANTED—Pushing canvasser of good address. Liberal salary and expenses paid weekly. Permanent position. BROWN BROS. CO., Nurserymen, Portland, Oregon. 198

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Goods of all descriptions moved and careful handling guaranteed. Collections will be made monthly. Hauling of all kinds done cheap.

SHERMAN ON PULLMAN.

The Ohio Senator on the Railway Sleeping Car Service.

Senator Sherman made a statement which will attract widespread attention about his resolution which was adopted by the senate directing an investigation of the Pullman sleeping car business with a view to the determination of what are reasonable rates of fare.

"This matter," he said, "has no reference whatever to the strike now in progress in the west. It is something that I have been thinking about for a long time, and I have talked with my colleagues in the senate sufficiently to find that they are in hearty sympathy with my effort to cause a reform in the rates charged by the Pullman and other sleeping car companies. I regard these rates as simply infamous. It is outrageous for us to be compelled to pay high prices for such poor accommodations as we receive in our trips to and fro about the country. They give you a short, narrow berth, so close and uncomfortable that in many cases one would rather sit up all night than submit to the inconveniences of the compartment. If you get a lower berth and no one has the upper, the porter insists upon putting down the lid, and so increasing your misery, rather than giving you the benefit of the air. I don't know why this is so, unless it is an effort on the part of the company to make their prestige all the greater and the more unendurable.

"I regard the Pullman company and sugar trust as the most outrageous monopolies of the day. They make enormous profits and give their patrons little or nothing in return in proportion. It is perfectly clear to me that there is a way to reach the sleeping car problem with ease through government action. States have in many instances adopted regulations intended to reduce the evil of extortionate charges on the railroads, but there are few, if any, railroads that run sleepers through but one state, and thus the laws are of no avail, for no state can regulate any corporation beyond its own limits. For instance, in Ohio we make an effort to control this matter, but the railroads have always found a way to avoid the law. The United States can easily control the charges for sleepers, just as the railway fares have been regulated by means of the interstate commerce law. I believe that that act has been amply enforced, without very much trouble, and I can see no reason why a similar act should not be passed with reference to the sleeping car problem. A bill of a dozen lines would suffice, fixing the rate per mile to be charged by these companies and providing a penalty for overcharging.

"I think the rates should be reduced one-half. The Pullman company, for instance, is very rich, made so by the enormous and disproportionate profits on their cars. With half that profit the company could make a great deal of money, and give the public better service. Perhaps you don't know, but it is, nevertheless, a fact, that the Pullman company charges each railroad running its cars 3 cents a mile for every car, and this goes into the pockets of the Pullmans, in addition to the rates paid by the passengers. For instance, between New York and Chicago the railroad pays about \$10 for each sleeper run, and the Pullman company gets several times that sum in addition from the public. That \$30 paid by the railroad is counted into the running expenses of the road, and is eventually paid by the passenger in the fair he gives for his ride. So the traveler pays twice, in reality, for his questionable accommodations on board a sleeper. I feel these heavy rates myself, frequently, for when we go out to our home in Ohio, we have to pay for my wife, my daughter and myself as much for sleeping rates as for the entire railroad fares. The berths are so close and uncomfortable that we have to spread out over a good deal of space in order to avoid being made ill by the journey.

"Then, too, I think the system of tipping the employees of the company should be discontinued. It is a small matter in the individual case, but it is an extortion to pay the porter for each trip you take. The trouble is that these men are not paid enough by the company. If they were paid adequate salaries the passengers would not be obliged to come forward to help them out. I really think the men need the money in most cases, and I always give because I don't want to feel or to appear mean about the matter. There is a sort of compulsion about it, though, that is very disagreeable, and it could all be avoided.

"These points, of course, are all to be gone over by the committee on interstate commerce, which will probably take up the matter as soon as Senator Butler returns from the south. I don't know how long he will be gone, but I know that the matter has already met with the approval of a large majority of the

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senate. There is one matter that should not be overlooked in this consideration. The main patents on these sleepers have expired, and there is no reason why the railroads should not begin now to make and run their own cars. I was acquainted with the original inventor of the sleeping car, who is now dead. He was obliged to call out to the Pullman company, and they have held the monopoly with great care. The first patents have now, I believe, run out, and, although the Pullmans have taken out letters for some improvements, I think it would be perfectly easy for the monopoly to be broken. In the case of the New York Central there is a corporation within a corporation. The Wagner company is composed of members of the Central company, and the rates remain the same, so that the public does not get the benefit of the independence of the Central from the Pullman company in the least. This will always be until the government takes hold and regulates the rates.

"Englishmen have often expressed their surprise to me that we endure the limited accommodations of the sleepers. They think that our night cars are very uncomfortable. Of course, in England, where the territory is very small, there is little or no night travel, and so sleepers are almost unknown. On the continent, too, there is little use for the night cars, for most of the travel is by short routes, by tourists, who travel from town to town on trips that occupy only a few hours. Commercial agents are the only people, nearly who use the sleepers, which are built on somewhat the same pattern as ours.

"I think that this abuse can be reached, and I propose to press this matter to some sort of conclusion. It seems to me that the American people have suffered unacceptably long enough, especially as there is a remedy at hand."

DOES EARNING PAY.

Mathematically it Does Not, But Really it Does.

If a merchant in the city is able to earn a competency of \$3000 to \$5000 a year he is considered wealthy by most people, yet this entire sum is oftentimes expended in providing the ordinary comforts of living and at the end of the year he is in proportionate progress but little ahead of the well-to-do farmer who has not been compelled to pay a rent of several hundred dollars a year for his home, but, rather, has got his living from the homestead as he went along. Farm life is self-sustaining and preservative, writes C. W. Norris in the *Epitomist*. A young man in the country, working for \$1 per day and board, is proportionately better off and more independent than a clerk in the city on \$700 a year, who has expended \$500 for a living. One can save at the end of the year just as much as the other, and if there are chances in favor of either obtaining a good name and a competence, they are in favor of the country boy. Any farmer who can support himself on a farm and make it pay a net income of 2 to 5 per cent on its cost is far ahead in competence of the man who lives in a city on a magnificent salary and has to spend it all for life and appearances. It is easy to figure that not one farm profit is grown with profit. One may prove falsely that it is a losing business to live at all, and that no economical man can afford to raise a family.

When the interest on the cost of the farm, the time of the farmer, the value of the manure, the taxes on the house and on the woodland, and everything else are all charged to the crops, the farmer ought to be bankrupt. Nevertheless, he finds a little money in his pockets as a surplus.

There is a story of a mathematical captain who defeated armies and gained victories by computation, and farmers are ruined nowadays by crazy arithmetic, for every crop grown is shown to be raised at a loss. And yet we live along, and no honest farmer gets acquainted with the sheriff or ends his days in a poor house. But, on the other hand, the farmer is the bone and sinew of the country, upon whom all other classes of people depend, and then they are the most independent class of people in the world. Few clerks ever become wealthy, for to pass into steady employment and good salary your merchant requires you to pass in popular society, so as to draw custom. To do this you must be ready with a helping hand for every enter-

real question, which has been before it, to be obscured. That question was as to the possibility of the creation and duration of a dictatorship which could make all the industries of the United States, and the daily comfort of millions dependent upon them, hostages for the granting of any fanatic whim of such a dictator.

Any submission to him would be a long step in that direction, and in the interest of every law-abiding citizen was not to be considered for a moment.

"A few words are pertinent as to some charges against the company. One of these charges is that rents are exorbitant and it is implied that the Pullman employees have no choice but to submit. The answer is simple. The average rental of tenements at Pullman is at the rate of \$3 per room per month, and the renting of houses at Pullman has no relation to the work in the shops. Employees may, and very many do, own or rent their houses outside of town, and the buildings and business places of the town are rented to employees or others in competition with neighboring property. In short, the renting business of the Pullman company is governed by the same conditions which govern any other large owner of real estate, except that the company does some things which in Chicago are assumed by the city. It is not admitted that the rents of any landlord are to be fixed by arbitration, and that those of the adjoining towns of Kensington and Roseland should also be fixed, it can scarcely be asked that the Pullman company alone should govern the ordinary rules which govern persons in that relation.

"Strenuous efforts have also been made to create prejudice against the Pullman company by charges that its stock is heavily watered. The Pullman company was organized 27 years ago with a capital of \$1,000,000, of which two-thirds represented the appraised value of its cars, then held by the three owners, and one-third represented the appraised value of its franchises and existing contracts. The company has grown till its service covers 125,000 miles of railway, or about three-fourths of the railway systems of the country, and that increase of service has necessitated an increase of capital from time to time, until it is now \$36,000,000. Every share of this increase has been offered to the stockholders and sold to them, or to others, in the ordinary course of business at not less than par, so that for every share of increase outstanding, the company has received \$100 in cash. There are over 400,000 stockholders of the company, of which more than one-half are women and trustees of estates, and the average holding of each stockholder is now 86 shares, one-fifth of them holding less than six shares each."

The Press in the Arctic Regions. There exist at present several journals that make their appearance but once a year. They are therefore not "journals" (literally, "dailies"), accurately speaking, but "annuals." These sheets are published within the confines of the north polar circle. The *Esquimo Bulletin*, for example, is edited near Cape Prince of Wales, on Behring Strait. Here, in a village inhabited by Eskimos, the English missionaries have established a school, and as but one steamer lands at this place, and that, too, but once a year, the news that it brings is consigned to a sheet of paper printed with the hektograph. Its size is 8 by 12 inches. The paper is very thick and but one surface is used. This journal, in a subhead, claims to be the "only yearly paper." This, however, is an error, for there is an annual sheet published at Godthaab, in Greenland, where a small printing office was established in 1862, whence about 250 sheets and many lithographic prints have been issued. The journal in question is entitled *Astugadliitit, nalagiansarmit tasmiansasusmit, i. e.*, "Something for reading, accounts of all sorts of interesting subjects." It has been published since 1861, and up to 1874 comprised 194 sheets in quarto, and about 200 leaves with illustrations. The language is that of Greenland, a dialect of the Eskimo. There is still another periodical published in Greenland under the name of *Kaladlit*.

Formerly of Yamhill. "Rev." W. A. Willison, at one time a Presbyterian minister at Dayton and at Lafayette, and an M. E. minister afterwards, and who deserted of his two daughters at Portland, one of whom was dying of consumption, has been arrested in the east and brought back to Portland. He obtained money by false pretenses before and after leaving Portland. His mode of procedure was to bond a piece of land to which he had no claim, and get a sum of money. He was working this scheme on the manager of an insurance company in Chicago when arrested. He arrived in Portland last Saturday on the steamer *Dailies City*. Willison made a long journey previous to his cap-

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