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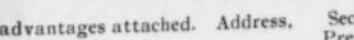
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Political Scraps.

Every table of statistics showing the growth of trade and manufactures under Republican rule spells prosperity for the people and disappointment to Democratic hopes.

It must seem a little awkward for the Democrats to ask for power, not on their own record, but on the strength of the Republican party's record.

Gen. McClellan repudiated the Democratic platform of 1846, just as Judge Parker has repudiated it in 1904. The results will be about the same.

"It was at no time possible to have adopted a gold standard platform at St. Louis," says Senator Culberson of Texas. No one will question Senator Culberson's right to speak with authority on Democratic policies.

Democrats care very little about Candidate Davis's age so long as he displays a generous disposition.

The American flag was never more universally respected than it is now or the power of the republic more sensibly felt everywhere. Why change?

Democratic managers propose to make the campaign "on President Roosevelt's personality." They will find that the heart and the conscience of the masses are with him and that he can not be defeated by any effort to exaggerate his faults or obscure his virtues.

The Democrats are appealing to "the masses." The American people made it plain in 1896 and again in 1900 whether they wanted an administration of the masses, the classes or the whole people.

The Democratic claim of wonders they will work if given power should be discounted by a backward glance at their past failures and follies.

While Eastern Democrats are claiming that their party is pledged to the gold standard, Democrats of Kansas, Nebraska, South Dakota and other states in the West are planning fusions with the Populists and standing squarely on the money plank of the Kansas City platform.

The Democrats might have been dangerous opponents of the Republicans this year if they had repudiated Bryanism at St. Louis instead of compromising with it.

Sight should not be lost of the fact that so far as the Democratic platform is concerned the party stands just where it did in 1896 and in 1900 on the money question.

Democratic managers in estimating the electoral college vote follow the report of the boy who was catching rats. He said: "When I get the one I am after and two more I'll have three"

"An ideal candidate on an ideal platform." Who said that? David B. Hill. Enough said.

A French authority claims that he has discovered that the oxygen in the air coming in contact with the upper layer of cream injures it and for that reason it should be skimmed off before making butter. Even if that were the case—which is rather doubtful where the air is pure—it is safe to say that it would practically be impossible to make many people to believe it. For some time to come, at least, we will probably have to content ourselves with eating butter made from the top layer of cream as that made from the under layer.

A somewhat erroneous impression has been created by reports which have been published stating that billiard balls, knife handles, paper cutters, crayons, pipes, cigar holders, seals, marble or stone ornaments and many other articles of that kind are being made out of skimmed milk. Many of these reports give the idea that the actual milk is made into these substances, which is not the case. The milk is taken and treated chemically in such a way that the casein is precipitated as a yellowish brown powder and this powder mixed with formaline. This forms a substance similar to horn, which is used as a substitute for horn, celluloid, amber, marble, turtle shell, ivory or hard rubber. In other words, only certain ingredients of the milk are used for this purpose. It is claimed that 20,000 quarts of milk are being thus treated daily.

A timely word of warning, which should be heeded, comes from Edward M. Conley, vice and deputy consul general at Mexico City. He points out the folly of attempts at tropical agriculture by persons who have no knowledge of tropical conditions or the growing of tropical crops. He urges American settlers in Mexico to grow crops with which they are familiar and experiment on a small scale only with native crops until they are thoroughly familiar with them. No person, says Mr. Conley, should decide to engage in business in Mexico without first visiting the country and looking over the ground thoroughly and carefully. There is a tendency on the part of many Americans to rush into Mexico for the purpose of exploiting that country and incidentally acquiring wealth quickly. It is apparent that conditions are such in Mexico that most of these men are doomed to failure. There are good opportunities for wide awake business men down there, but no better opportunities than our own country affords.—Orange Judd Farmer.

Russian vessels make their escape leaving their countrymen to perish in the sea or to be rescued by the enemy. A prominent Japanese official, contrasting these two incidents, remarked: "Japan has avenged the Hitachi. Admiral Kamimura rescued and succored those who aided in sinking the Hitachi and who sailed away from hundreds of drowning victims. We offer their living for our dead."

Live Stock at St. Louis.

Live stock breeders who make exhibits at the St. Louis fair this fall will undoubtedly be benefited more than they anticipate. There is no mistaking the fact that the demand for pure bred cattle in the south is on the increase and that there is a possibility of this increase offsetting the moderate demand that has been experienced in the north of late.

There is no place that a breeder can go with his stock where he will receive better advertising in the south than at the St. Louis exposition. Thousands of cattlemen will be there from all the southern states, and it is not unreasonable to suppose that many southerners who attend the fair will go home with the desire to improve their herds after seeing what it is possible to accomplish by the expenditure of a little cash to begin with, and followed with systematic breeding. There is certainly a big field in the south to be developed, and all that is necessary is to enthrone southern farmers with the desire to raise better and more profitable herds.

There are, of course some difficulties to be overcome in the way of acclimating northern cattle to southern conditions, but recent experiments show that it can be done.

The Control of Automobiles.

The number of automobile disasters due to the machines getting "out of control" continues to be great. A large proportion of motormen who run over pedestrians or come in collision with other vehicles seek to excuse themselves on the ground that their machines were out of order, and would not respond to the lever. Many of those arrested for speeding present the same excuse. Doubtless in some cases it is an excuse, and nothing more. There is no truth in it. In other cases it is undoubtedly true. Note the examples on Jamaica-ave., Flushing, the other day, or night, when two fine, new machines, operated by experts, got out of control and went wrong, one smashing into a pole and the other running into a ditch. There can be no question that these machines do frequently become more or less unmanageable. Nor is it strange that they should. An automobile is an elaborate and delicate machine, of enormous potency, comparable with a railroad locomotive. It is, indeed, virtually a locomotive running without guide rails. In the absence of such rails everything depends upon its being kept under perfect control and on a true course. A pebble in the way, a tremor of the hand that holds the lever, a moment's uncertainty about turning a curve may be as fatal as an open switch or a bowlder on the track of a railroad. What, then, is to be said of an actual breakdown of steering gear at high speed? If something breaks in a locomotive, the tracks keep it on its course until the breaks bring it to a halt. But the automobile, running as swiftly as the locomotive, has no guide rails, and may swerve in an instant to utter destruction.

These considerations are of great importance to those who operate and ride in the machines. They are of still more importance to the general public, since the peril to the general public is greater than that to the automobilists. Suppose one of those huge, ponderous cars that now rush through the parks and along the parkways at thirty or forty miles an hour, where twelve miles is the legal speed, should suddenly get out of order and become unmanageable while running at full speed on a crowded parkway. It might go to smash and break the necks of the two or three or half a dozen persons in it. But it might also just as easily run down a dozen or a score of other vehicles and put a hundred lives in deadly peril. That is the consideration which should compel the strictest compliance with the reasonable speed regulations which automobilists now so frequently ignore, and which should move manufacturers of such engines to seek not so much for speed as for unflinching trustworthiness. Not the machine that is never beaten in a race, but the machine that never gets out of order or beyond control, that is the desirable machine.

The city council is deserving of commendation for its action in raising the license of transient storekeepers and auctioneers of bankrupt stock to \$10 a day. These vendors of Cheap John trash contribute nothing to the prosperity of the community, pay no city taxes, spend as little money as possible while here, and carry away all the hard cash they can get their hands on. Their game is to work the town for all they can get and then pack up there goods and move on. They benefit the town in no possible way, and the council has acted wisely in placing a license on their business that will virtually amount to prohibition. The way to build up Dallas is to patronize Dallas people.—Polk County Observer.

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The Tillamook Headlight

Fred C. Baker, Publisher.

The Rural Vote will Decide It.

Petitions are being circulated by the anti-saloon advocates to bring the issue to a vote at the election in November. As we understand it, they intend to embrace the entire county as well as precincts in the vote, and should it carry, no saloons will be allowed in Tillamook, but should it fail to carry, only those precincts in the county which voted for saloons will be permitted to have them. The anti saloon agitation is entirely non-partisan and out of the domain of party politics, and in which political leaders can play but little part. No doubt active measures will be taken by the saloon people to defeat the measure, and both sides will put up a strong fight. It will be the rural vote in Tillamook that will decide whether the county is to remain "wet" or "dry." The Headlight does not claim to have control of the rural vote, neither have the saloon people nor those who advocate prohibition. The issue is right here: The saloons have been on trial and the people is about to render a verdict. Before rendering that verdict, what will sway a large number of voters are questions like these: Does saloons raise or lower the moral standing of a community? Are they a source of good or evil to the rising generation? Do they create in young men an ambition to develop their ability and assist them to become respectable citizens or gradually drag them down until they become mental and physical wrecks? How many homes have they wrecked, how many husbands and wives have they parted, and how many families have been left destitute upon the charity of a cold world? Are they law abiding citizens when they turn their saloons into gambling joints and fleece and practically rob every person who lacks the moral courage to resist the gambling mania? How many bad debts have the business men on their books on account of the gambling and drinking habits of their customers? We could multiply questions of this character, but it is of very little use, for we believe the voters have already made up their minds how they are going to cast their ballot. One thing is positive, if Tillamook county goes "dry" in November it will be on account of the saloon keepers turning their places of business into gambling joints in open violation of law, while if a dairyman's stray calf, horse or cow should be found in the city it is immediately taken up and sold, or in other words, the saloon keepers are privileged characters to break the law and the dairy men are not. As we said before, it is the saloons that are on trial and it is the rural vote that will decide the question, and whatever that is going to be we do not know. The vote last June may give a little insight, but this may be changed some, for people have totally different ways of reading figures, so we will again give them for the information of those who may have forgotten them:

	Yes.	No.	Abst.	Not	Did
				Vote	Not
Nehalem	40	27	75	8	
Garibaldi	21	19	47	7	
Foley	7	6	20	7	
Bay	39	10	64	15	
Barneget	4	2	9	3	
Hogwarton	69	31	121	21	
Tillamook	64	68	168	36	
Fairview	54	38	119	27	
Netarts	16	9	26	1	
South Prairie	40	21	77	16	
Carnahan	17	9	28	2	
Beaver	34	17	65	14	
Blaine	34	8	50	8	
Sandlake	16	10	30	4	
Hebo	38	12	70	20	
Union	35	7	55	13	
L. Nestucca	34	23	66	9	
4	7	12	1		
Total	566	330	1102	206	

It will be seen that only two precincts, Tillamook and Dolph, voted against the measure, and that 206 persons failed to vote one way or the other. There was a majority of 236 for making the measure a law, and it is taken for granted by some people that all those who voted for the measure in June will do so again in November to make the county "dry." If that is the case, it can be seen that those who did not vote, even if they were a unit against saloons, would still be in a minority. It looks as though the wettest part of Oregon is liable to go "dry" in November because the rural districts see that the saloons are no benefit to them.

A Contrast.

A comparison is being made of the cold blooded murder of the Russians in sinking ships and allowing their crews to drown without making one effort to save the drowning men and the humanity of the Japanese in rescuing the crews of the Russian vessels when sinking. On the 15th June the Vladivostok fled fired up on the transport Hitachi, a vessel without armor, and she went to the bottom with a large number men in sight of the Russians, who made no effort to save life. This was quite different to the action of Admiral Kamimura after an engagement with the several Russian vessels. The admiral had them whipped, and seeing one of the Russian vessels sinking went to her assistance and saved over 600 live from the cruiser Kurik, and while the Japs were doing that the other