

The Tillamook Headlight
 Fred C. Baker, Publisher.
 Now is the Time.

The time has come for farmers to put practice what they learned during the winter regarding scientific farming. Agriculture experiment stations have been busy all winter giving short courses and sending out bulletins giving the results of various experiments. There have also been many excursions through the country on which representatives of the experiment stations have given lectures on seed wheat and other topics for the benefit of such farmers as could not attend the short courses at the colleges. Then, too, the agricultural papers have been pounding away all winter on the subject of better and more up-to-date methods of farming. In view of these facts the farmer who has failed to get some new ideas has lost a great opportunity and is worse off than he was a year ago, for the reason that his competitors have been adopting new methods for increasing production.

It is an easy matter, however, when the rush of spring work comes on for a farmer to fail to put into practice what he has learned. He has been told to exercise great care in the selection of his seed wheat and to test its germinating qualities. But all that takes time and it is so easy to go back to the old way of careless selection of seed. It may also seem more difficult to prepare the soil in the way that it should be for the various crops than he is accustomed to and consequently he can easily drop back to the old method. It also takes time to prune the orchard and spray the trees at the proper season and as a result while he knows it should be done, he can readily let the chance go by, with the result that there is no improvement in the quality of the fruit.

It is true that in some cases it is no harder to do a thing the right way than it is the wrong way, but in many other instances the opposite is true. But when it comes to a question of the right and wrong way of farming there is no doubt but what the results obtained from following scientific, common sense methods more than make up for any extra labor that may be involved. It takes considerable will power and perseverance for a man to cast off the habit of doing things in the same old way, but where old methods are replaced by modern ideas a vast difference is noted in the profits from the farm.

Value of Good Cows.

Prof. Eckels, in charge of the department of dairy husbandry at the University of Missouri, says of the value of good cows:

"Very few farmers realize the income that can be had from a good cow. The farmer who keeps a cow a year to raise a \$15 or \$20 calf usually thinks he has done well, but his profits do not compare with those of the dairyman. Except with the high-priced registered cattle, the milk, not the calf, is the most valuable product of the cow.

"The milk produced by the average Missouri cow in a year will sell for about \$50 at the creamery or when made into first class butter. A good cow of the dairy breeds will make at least \$50 cash income every year. I have a list of about fifty Missouri farmers who report a cash income of \$50 to \$100 a cow every year, and these figures do not include the income from the sale of calves and pigs fed on the skim milk. 'But,' says one, 'milking is a tremendous task.' As a matter of fact, it takes only sixty hours, worth 15 cents an hour, to milk a cow twice a day for ten months.

"Last year the cash income from the herd of cattle on the college farm was \$82.50 a cow for butter sold and \$12.50 a cow for milk, skimmed milk and calves, making a total income from each cow of \$95. This year the average income per cow from the same source will be over \$100 for the entire herd of twenty-eight. These results do not come from expensive or excessive treatment of any kind. But they are the result of doing the right things at the right time in the proper way."

For the street railway companies and other big corporations throughout the country whose operations touch the public at any point the result of the election in Chicago carries a warning, Judge Dunne's victory is not a triumph for the Democratic party, although he himself is a Democrat, and the ticket which he was on bore the Democratic name. This is a truth which many Democratic papers, especially in the East, are missing. Those papers are saying that Chicago, which gave Roosevelt a 110,000 plurality five months ago, is now a Democratic town. There is not a vestige of partisan politics in the Chicago canvass. Tens of thousands of Republicans voted for Dunne. Tens of thousands of Democrats cast their ballots for Harlan, the Republican, who headed a ticket which carried the Republican name. The parties were mixed miscellaneous in the division on election day. Dunne and the men who supported him went a little farther in the direction of immediate and unconditional municipal ownership of the street railway than Harlan and his supporters favored, although they, too, wanted to put the street railways under the public control ultimately.

RAILROADS AND THE PEOPLE.

"Rebates and Discriminations"—Series of Special Articles By E. Rosewater.

The first business of the state is to guard its people against the abuses of its corporate creatures. The power of railway managers to enrich or injure particular patrons, branches of business or sections of country by discriminations in their rates of freight is a momentous element of the railway problem. The freight rates are practically a tax which follows the commodity from the producer to the consumer. An arbitrary and unjust tax is, therefore, an arbitrary and unjust tax imposed upon the public without its consent.

The most iniquitous form of discrimination in railway rates is secret rebates and drawbacks. Rebates and their origin in silent partnerships between railway managers and concerns whose prosperity was promoted by advantage over business rivals in the matter of railway rates. As side partners, or share holders, in grain elevators, flouring mills, stock yards, coal mines, stone quarries, gravel pits, oil refineries, smelting works, fast freight lines, sleeping car lines and express companies, railway magnates and their traffic managers have had an incentive to grant rebates to one class of shippers and exact exorbitant rates from another class with whom their business partners were in competition.

Enrich a Favored Class.

In playing the part of providence by enriching a favored class of patrons and industrial concerns and building up favored localities in which these magnates or managers were inventors in town lots or shareholders in factories, and improving a disfavored class of patrons and discriminating against towns which they had no individual interest, railroad managers laid the foundation for the most flagrant abuse from which the American people have suffered at the hands of the public carriers.

While it is doubtless true that the Standard Oil trust has been the beneficiary of the unscrupulous exercise of the power of railroads to grant special advantages in the shape of rebates and drawbacks, in was by no means the originator of that system which, as already stated, is directly traceable to the greed of high railway officials who use their power to make arbitrary and discriminating freight tariffs for their own aggrandizement.

Railway Officials as Exploiters.

Thus, for example, the officials of the Union Pacific, from president down, under the Credit Mobilier and Jay Gould regime, exploited the coal mines of Wyoming and dispossessed and ruined mine owners who had acquired coal properties and developed them by legitimate means. Thus they managed to build up expensive silver smelting works in Omaha, in which they owned stock, by exacting discriminating rates from smelters in Colorado and Montana, and thus, during a more recent era, railway managers of other Nebraska roads have built up their side partners in the grain elevators business, while their rivals were driven to the wall.

The graft of high railway officials, however, has not been confined to rebate and drawbacks to silent partners, but has extended in almost every field that afforded them an opportunity for amassing wealth and at the same time increasing the capitalization of the railroads, which forms the basis for freight and passenger schedules.

Only a few weeks ago a forcible illustration of railway graft was brought to my attention by an acquaintance who happened to have the same initials as a former general manager of one of the great transcontinental lines. On opening a letter postmarked Pittsburg he was surprised to find a check for several hundred dollars, with this explanation: "Enclosed please find check for dividend on your stock in the Westinghouse Manufacturing company." It is doubtful whether the general manager ever paid a dollar for his Westinghouse stock, which manifestly represented a contribution for which in return he was expected to use his influence to bring about the introduction of Westinghouse airbrakes and other Westinghouse appliances on his line. A similar nest egg in the shape of Westinghouse stock was found among the assets of another high official of a transcontinental railroad when his estate was inventoried in our probate court.

Disastrous Effects of Rebates.

Looking backward at the disastrous effects of the rebates voluntarily granted by or involuntarily exacted from the railroads to the Standard Oil company, upon its competitors, one is amazed that such a conspiracy could have been consummated in a country like ours, in which publicity and intelligence are so general.

The first authentic proof of the secret compact entered into with the railroads by the Standard Oil company was produced before a congressional investigating committee many years ago. By this compact the whole oil industry, not alone of the valleys where petroleum was first found, but of the districts where it was refined, the markets where it was bought and sold, and the ports from which it was shipped abroad, were subjected to the control of a ring within the ring, expressly incorporated to prevent and destroy all competition by extor-

tenate railroad charges on one side and rebates and drawbacks on the other.

By this contract the railroads have offered to double the freight rates on petroleum, not to charge the increase to the Standard Oil Company and to give the increase collected from all competitors to that company through go-betweens. The rate for carrying petroleum to Cleveland to be refined was advanced for instance, to 80 cents a barrel, but to the Standard Oil Company, through its inner circle, 40 cents of the 80 cents were to be refunded to it. When paid by anyone else the 40 cents was not to be merely refunded, but paid over to its competitor. The charge on refined oil to Boston was increased to \$3.70, on which the Standard Oil concern was to get back a rebate of \$1.35 on every barrel it sent to Boston and on every barrel that any one else sent. In the language of Henry D. Lloyd, in his work of "Wealth Against Commonwealth."

Kings of the Road.

"The railway managers, made kings of the road by the grant to them of the sovereign powers of the state, covenanted in order to make their friends kings of oil, that they would maintain the business of their auxiliary against loss or injury by competition, and pledged themselves to put the rates of freight up or down, as might be necessary to overcome such competition."

It is positively denied by the Standard Oil magnates that any rebates are paid or allowed directly or indirectly by any railroad at this time to that company, and this is substantially true. The Standard Oil magnates now own a controlling interest in nearly all the railroads and the bulk of their product is shipped by pipeline to the seaboard. It is another matter, however, with scores of other combinations in restraint of trade, notably with the Big Four, better known as the "Beef Trust," that have obtained the practical monopoly of the meat packing industry through the control of private car lines.

According to latest railway statistics, there are 54,000 refrigerator cars in daily operation in the United States, in which the bulk of all the live stock products, fruits and vegetables are transported at a very low rate, and very high rate to the consumers of their products. Following the example of the Pullman Sleeping Car company, charges for hauling privately owned freight cars, were inaugurated in the early 80's by the Standard Oil company's union tank line as a convenient disguise for rebates. The practice was abandoned after a few months because a better system of rebates was devised.

Packers Take a Hand.

Between 1880 and 1883 the Chicago, Milwaukee & St. Paul railroad built two lines to Missouri river points—Omaha and Kansas City. Phil Armour, the packing house king, was a director of the Milwaukee & St. Paul and very powerful in its affairs. Other packers, including the Hammond Packing company, Swift and Cudahy, had built great meat packing plants at Omaha. On the plea of securing part of the resulting traffic for new lines Mr. Armour brought about an arrangement with the Chicago, Milwaukee & St. Paul allowing the packers mileage on their refrigerator cars.

The other roads to Missouri river points made haste to meet the terms made by the Milwaukee road and the mileage system was firmly established in the western territory. In other words, the railroads paid the packers a mileage rebate for hauling their products in their refrigerator cars. In due time the same concession was made to the packers by the Canadian Grand Trunk railroad. By threatening to divert all their enormous traffic to one line the packers forced one after another every railroad in the country to yield to their demands and surrender mileage on refrigerator cars. This was fixed eventually at three-fourths of 1 cent per mile east of Chicago, except by way of Montreal, on which route it was 1 cent a mile on all the territory west of Chicago.

Deny Giving Rebates.

Not content with this triumph, the packers made the railroads pay the mileage whether the cars were empty or loaded. Thus the railroads pay \$5 to the packers for hauling an empty refrigerator car from Chicago to Omaha or Kansas City and \$14 for hauling it from New York to Omaha. They refused to allow the cars to be loaded with any but the packers' own freight; they kept down the minimum load weight, they forced down the freight rates on dressed beef and packing house products and they compelled every railroad to expedite their cars at the expense of all other shippers.

The railroads, of course, could not very well maintain a discrimination between refrigerator cars and the mileage rate granted to one firm must in the end be granted to all. Hence all refrigerator cars, however owned, came to be mileage earners and shared in the loot. As the four big packing houses began to assume over-shadowing importance the refrigerator cars became a most potential factor for crushing out competition. Rival houses that had no refrigerator cars found that rebates made the four big packers unassailable. Rival houses that had refrigerator cars found that the cars of the bigger and more aggressive packers were favored by the railroads, handled more rapidly and sent back with less delay, and they gradually came out on the best terms

they could.

Make Railroads Pay.

Nearly all railroad managers insist that no rebates are being given anywhere to anybody, directly or indirectly. In discussing the railway problem with a prominent Omaha merchant the other day he expressed himself as decidedly opposed to any congressional interference with rebates. When pinned down as to whether he received rebates, he admitted the soft impeachment by saying: "We don't get rebates from any railroad at Omaha. We get them in the east from the M. D." When asked what "M. D." signified, he responded, "Don't you know? The M. D. is the Merchants' Dispatch," and the "Merchants' Dispatch" is only one of half a dozen fast freight lines by which the railroads are able to whip the devil around the stump.

In a nutshell, the railroads are under contract to haul the freight shipped by private car lines at a much lower rate than the ordinary shipper is required to pay, and the private car line, which transports merchandise ostensibly at a high rate, is able to give a drawback to its patrons and still make large dividends for its stockholders, among whom it counts railroad magnates and lower rank officials.

Sermons Boiled Down.

It takes more than a syllogism to save men.

Hot air is always succeeded by a cold wave.

Deeper science is the cure for scientific doubt.

A form of faith is apt to be a figure of speech.

There's always room for two on the narrow way.

The sun that shines in the face rises in the heart.

No man can sacrifice himself until he appreciates himself.

God never visits one church in order to vanquish another.

It takes more love to say "No" than it does to say "Yes."

Many prayers for blessings are but requests for burdens.

When a man pretends to the Lord that he is poor the Lord is likely to take it as a position to make him so.

By the new parcels post arrangement with Great Britain the rate has been reduced from \$1.60 a pound to 12 cents, but the domestic rate remains at 1 cent an ounce.

Rider Haggard is in this country to investigate social conditions in behalf of the Salvation Army and to find some scheme to induce the toilers of the big cities to go back to the soil. Thousands of people are struggling along in cities, making scarcely enough to live, who would no doubt be much better off in the country, where fresh air and outdoor exercise are conducive to good health and where they would be comparatively free from vice and temptation. Of course these poor people have no means with which to start, and it is the purpose of the salvation army to buy land and colonize it at the same time giving them material with which to produce the first crop. The idea is right, but M. Haggard will have a big job on his hands.

Every wise effort to improve rural education should be welcomed. Sir William McDonald of Montreal, the great benefactor of Canadian education, has just given \$4,000,000 to the cause. This is largely for a normal school building in Quebec, and for scholarships therein, particularly with a view to furnishing better teachers for rural schools. Sir William has previously made large gifts to promote manual training and to improve the country schools. His example should be imitated by wealthy citizens of this country. Instead of giving millions for the higher education of the few, which is already so richly endowed, let benefactions be directed more toward the improvement of elementary education and rural schools for the many. Private means may well co-operate with public funds in fostering the public school system.

A Great Sensation.

There was a big sensation in Leesville, Ind., when W. H. Brown of that place, who was expected to die, had his life saved by Dr. King's New Discovery for Consumption. He writes: "I endured insufferable agonies from Asthma, but your New Discovery gave me immediate relief and soon thereafter effected a complete cure." Similar cures of Consumption, Pneumonia, Bronchitis and Grip are numerous. It's the peerless remedy for all throat and lung troubles. Price 50c., and \$1.00. Guaranteed by Chas. I. Clough, Druggist. Trial bottles free.

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