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The Tillamook Headlight. Fred C. Baker, Publisher.

The National Remedy for Child Labor.

The Secretary of the National Child Labor Committee, Samuel McCune Lindsay, clearly outlines the fight for child labor reform in the department conducted by the Committee in the Woman's Home Companion for April. Dr. Lindsay gives this advice to the friends of reform: "There should be no confusion in the ranks of those who support the Beveridge-Parsons Bill. We submit that no one can read with care the opinion of Justice Harlan representing the majority of the Supreme Court of the United States in the lottery case (188 U. S.) and have any doubt that Congress has the power to prohibit the product of child labor passing from one state into another, nor of the need of the exercise of that power expressly delegated for this purpose to furnish a remedy for the citizens of one state against evils inflicted upon them by another over whose acts they have no other control than through the national government. All the points that are involved in this controversy are taken up and presented by able counsel on opposing sides. Every argument advanced against the present Beveridge-Parsons Bill now pending in Congress was advanced with simple citations of cases by the learned counsel in the lottery case. An article made of child labor is an article of commerce. It has a depreciated value the minute it is so labeled, in the estimation of the purchasers. The only remedy is that expressly provided for just such a case, in the power delegated to Congress to regulate commerce, which the Supreme Court has already interpreted in the language of the great Chief Justice Marshall as the power to regulate intercourse, and again and again as the power of prohibit, if necessary, the products of one state entering another."

Doctors Weigh a Soul.

That the human soul has a material vehicle susceptible of being measured and weighed by human science is the conclusion of six years of experimentation by Doctors Duncan, MacDougall and Sproul of Haverhill and Dr. Grant of Lawrence, Mass. The experiments in question were conducted in a Massachusetts sanitarium, and were kept an absolute secret from the outside world until definite results could be shown. The essential point thus far developed is that immediately after the heart has ceased to beat and at the moment when, in the usual phraseology, the "soul leaves the body," there is an appreciable loss in the bodily weight which can not be accounted for by any scientific deductions dealing with known physical data. Preparatory to the tests, the doctors arranged a bed for dying patients on scales so carefully balanced that the slightest deviation became at once apparent. The experiments covered several cases, including both men and women, and in every instance the result was practically the same, showing a loss in weight from one-half to an ounce within a few seconds after the cessation of physical life. It was noted as an interesting incident that while generally this change occurred immediately after the heart had ceased to beat, in the case of a phlegmatic man, slow of thought and action, the change was delayed a full minute after apparent death. The observations and notes were made by the physicians separately, but careful comparison showed them to be in substantial accord, and all attempts to disprove the soundness of their conclusions have failed to change the result. In connection with these experiments tests were also made with the lower animals, principally dogs, the result in those cases being that no deviation of the scales was perceptible when the life departed. While these experiments are not considered conclusive by scientists, they have very naturally aroused much interest among psychologists and the general public.

Pittsburg's suffering from water is no worse than that of some of the railroads from the same cause.

Kingston's earthquake destroyed 300,000 gallons of rum, and the owners have marked up the price to cover the loss. How would it do occasionally to up a relief fund for consumers?

Secretary Cortvelou proposes to keep the United States treasury free from any entangling alliances with the stock market. In other words, Wall street will have to speculate on its own money.

At Danville, Ill., March 4, one of the jurors drawn to hear the case of Will J. Davis, manager of Ironquois theater in Chicago, for manslaughter in connection with the theater fire of 1903, declared he had never seen the inside of a theater. He is W. B. Williams, and is 42 years old.

President J. J. Hill of the Great Northern in testifying before the Minnesota legislative committee, which is trying to estimate the cost of the railroads of the state, said he would be glad to have the government take his line, but expressed the opinion that if the government should go into the railroad business congress would be kept busy night and day making appropriations. In reply to a question as to the cost of the road, he said that it would cost upward of \$40,000 a mile to reproduce the Great Northern, not counting terminals, docks and other property. Counting all property it would cost over \$60,000 a mile. He said that the capitalization of the road was very low, an average of a out \$37,000 a mile.

THE COQUILLE RIVER HAD NARROW ESCAPE. In a Storm for Four Days--Lost 75,000 Feet of Lumber from Her Deck Load.

ASTORIA, Or., March 27.—The disabled steam schooner that was drifting at anchor off the mouth of the Columbia River all day Saturday proves to have been the Coquille River, which was en route from Tillamook for San Francisco with a cargo of lumber. She was towed inside this morning by the bar tug Tatoosh and taken alongside the wharf at Flavel. As near as has been learned the vessel's hull is not damaged and the trouble was caused by the breaking of a two inch suction pipe in the forepeak. The steamer had a narrow escape from destruction during the terrific gale and it was due only to the faithful work of her crew and the assistance rendered by the steamer Santa Ana and the tug Tatoosh that the vessel was not lost. None of the crew was injured, but all are worn out by their exertions during the past three days and one or two of them will be taken to the hospital for treatment. The vessel lost about 75,000 feet of lumber from her deck load, as well as three anchors and chains. She will be ready for service again as soon as her broken pipes are repaired and her pumps cleared out of the coal with which they are choked. In speaking of the thrilling voyage, Captain George Winkle, master of the Coquille River, said:

"We sailed from Tillamook for San Francisco at 5 o'clock Wednesday afternoon, carrying a cargo of 290,000 feet of lumber, about 170,000 feet of which was on deck. In crossing the vessel's hull was struck, but not sufficiently hard to do any damage. We immediately ran into a strong southeast wind, but everything went smoothly until about 2:30 o'clock Thursday morning, when the steamer began to leak more than usual. Despite the working of the pumps the water steadily gained on us and at 7 o'clock in the morning we threw a portion of the deck load overboard in an effort to lighten the craft. Three hours later, when we were about off Yaquina, the water had risen so high that it put out the fires. "In the meantime I had discovered that the trouble was caused by the breaking of a two-inch suction pipe in the forepeak, allowing a big stream of water to pour in. This was stopped by the boatswain diving down and shutting off the seacock. The donkey-pump became so clogged with coal that it was useless, and the men stood in water up to their waists while they bailed the water out, as the steamer drifted helplessly in the trough of the sea. By 7 o'clock that night we had the steamer sufficiently clear to start the engines again. The pumps were, however, still useless, and knowing that my crew would be exhausted before we could possibly reach San Francisco in the face of the gale that was rapidly coming up, I turned around and made for the Columbia River.

Seas Roll Mountain High.

"We made fairly good headway until about 4 o'clock Friday morning, when we could get no water into the boilers. There was then about four or one-half feet of water in the hold. We threw overboard more of the deck-load in order to get the water to the deck-pumps, and the men worked like Trojans at the hand-pumps and in bailing to keep down the water that was seeping in through the vessel's seams and also running in through the half-inch pipe that had broken in the meantime.

"The wind was blowing a hurricane, reaching a velocity of fully 90 miles an hour, and the seas were rolling mountain high. I had a drag out, but it did little good, and when I set the foresail it was soon torn into ribbons. We drifted before the seas until about 4 o'clock that afternoon, when Captain Daniels, of the steamer Santa Ana, saw our distress signals, ran alongside and took our eight-inch hawser on board. After towing us for half an hour, the hawser parted. The Santa Ana came to our rescue again. It was a dangerous proceeding because of the terrible seas running, and in coming alongside the Santa Ana struck our vessel's stern, upsetting our steering gear, and causing the wheel-ropes to break. Again the hawser parted after towing a short time, and, as it was getting too dark to attempt to get the hawser on board the third time, Captain Daniels signalled that he would stand by all night.

Driven by the gale and seas, we drifted by the lightship shortly after 4 o'clock Saturday morning. I then dropped my kedge anchor, following it with the big anchor with both chain and hawser attached and as soon as possible put the third anchor overboard. It was slow and difficult work as we had no steam and were forced to do the work by hand. In spite of the three anchors we continued to drift for some time and we expected to be carried onto the beach, but fortunately the anchors held at last and the steamer brought up about a quarter of a mile north of the outside can buoy and clear of the breakers.

Six Men Barely Escape.

"The seas broke clear over the steamer as we lay at anchor. One immense swell swept all hands from the forecastle head and nearly took six men overboard. The bar was so rough that the tugs could not reach us, until the flood tide in the afternoon, when the Tatoosh, after making five or six attempts, managed to get close enough to put a wire hawser on board. I immediately shipped the two big anchors, but as the tug started to pull, the wire parted. The Tatoosh then sent her Manila hawser on board, and after shipping our kedge anchor we were hauled off shore and kept there until this morning, when we were brought inside. Captain Bailey, of the Tatoosh, did excellent work in effecting our rescue as soon and successfully as he did, and he came to our aid at the earliest possible moment.

"As to the Coquille River, she is not seriously damaged. Apparently her hull does not leak as much as usual and as soon as her pipes are repaired and the coal which chokes her pumps and pipes is cleared, she will be ready for service again. The members of the crew are uninjured but are completely exhausted, as they have had no sleep since Thursday and were working in water up to their waists for 22 hours at a stretch. Fortunately we were able to cook our meals, but the experience was a terrible one, and I hope that I may never go through another one like it."

In crossing the bar to go to the rescue of the Coquille River, the tug Tatoosh shipped two immense seas, one of which broke the window in the starboard door of the pilot house, but she was not damaged otherwise.—Oregonian.

The German Coach Horse.

The German Coach horse is today the all-purpose horse of Germany and is employed in draft work of all kinds as well as to till the soil. He is also fit to parade and draw the commodious carriages with strength and style at a jaunty cheerful road gait. The demand for this breed of horses has gradually increased from year to year, as a result of their merit up to the present hour, and it is no uncommon thing to meet large numbers of them in the coach horse districts of Germany, from France, Italy, Switzerland, Belgium, England, Russia and North and South America, which are taken to these various countries to improve breeding stock. The German coach horse has been regularly and thoroughly bred in one line, and it is ages that he is certain to become a predominant and most impressive sire, wherever used, all kinds of mares; hence it is an easy matter to go into a community where a German coach stallion has been in stud and readily procure perfectly matched teams of a quality and size that always command large prices for carriage and coach services. The farmer who breeds this class of stock can rear and develop it without being compelled to incur any expense outside of feed and the ordinary care such as would be required in the rearing of the various draft breeds. They run in height from 16 to 16½ hands high and weighing from 1350 to 1650 pounds. They mature very young, and are fit for work at two years old, and for breeding purposes they are horses that produce all about one size, all bark, deep color. No horse can stand for service in Germany unless he either belongs to the government or has a certificate of soundness, breeding and individual appearance issued by an examining government committee. The owner of a commission stallion is liable to prosecution if he has in the stable a non-commissioned stallion, although he may be simply used for farm work. When a horse has such a certificate he may stand for service anywhere in the empire. The German coach horse being so purely and strongly bred, reproduces themselves with wonderful certainty, and in the colt you find almost the image of his sire. This is not surprising when we know these horses have been so carefully bred in one line by the German government for several hundred years, and are probably the purest horses that live. The get of these horses is the horse that has long been wanted, and suits the eye of everyone, who has the color, size, style, action and frame—Rural Spirit. Snuffer & Sharp have brought into Tillamook one of the finest German coach stallions of the west. Margo is 5 years old, height 16½ hands, weight 1580 pounds, color, beautiful bay, black points, Margo will make the season at Snuffer's barn. Terms made known on application.

P. D. Lauman a Reading (Pa.) newspaper man, writes home from Rome that while visiting King Victor's palace he stopped long enough on the outside of a room where the king was sleeping to hear him snore, but the guide insisted that it was an attendant singing a lullaby to put the king to asleep.

Amundsen, the Norwegian explorer who some months ago succeeded in making the northwest passage in his little 47-ton boat, the Gjon, has been delivering a series of lectures in Paris. While he says that the observations made by him in the vicinity of the magnetic pole will prove of considerable scientific value, he thinks that the north west passage can not be made practicable for purposes of navigation, thus dispelling the hope which has attracted the attention of scientific men, as well as dreamers, for centuries.

The Farmer's Wife

Is very careful about her churn. She scalds it thoroughly after using, and gives it a sun bath to sweeten it. She knows that if her churn is sour it will taint the butter that is made in it. The stomach is a churn. In the stomach and digestive and nutritive tracts are performed processes which are almost exactly like the churning of butter. Is it not apparent then that if this stomach-churn is foul it makes foul all which is put into it?

The evil of a foul stomach is not alone the bad taste in the mouth and the foul breath caused by it, but the corruption of the blood current of blood and the dissemination of disease throughout the body. Dr. Pierce's Golden Medical Discovery makes the sour and foul stomach sweet. It does for the stomach what the washing and sun bath do for the churn—absolutely removes every tainting or corrupting element. In this way it cures blotches, pimples, eruptions, profuse sweatings, sores, or open eating ulcers and all humors or diseases arising from bad blood. If you have bitter, nasty, foul taste in your mouth, coated tongue, foul breath, are weak and easily tired, feel depressed and despondent, have frequent headaches, dizzy attacks, gnawing or distress in stomach, constipated or irregular bowels, sour or bitter risings after eating and a poor appetite, these symptoms, or any considerable number of them, indicate that you are suffering from biliousness, torpid or lazy liver with the usual accompanying indigestion, or flatulency and their attendant derangements.

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