

**DEMONSTRATION FARM FOR TILLAMOOK.**

To Show the Dairymen How to Keep Three Cows on One Acre of Land.

After the excellent address by Professor Scudder at the late State Dairy Convention on "The \$100 Crop for the \$100 Cow," Chas. Kuntz and Wm. Maxwell, two prominent dairymen from Tillamook County, expressed themselves privately as strongly impressed with the address but deplored the fact that so few heard it, and, in addition, they said the people of Tillamook "want to be shown." Professor Scudder used charts to illustrate a crop rotation for a soiling system by which he said it was possible in the Willamette Valley to maintain, so far as green feed and roughage are concerned, three cows to the acre with only a little grain or concentrates. This in contrast with two or three acres required to pasture a cow. In this soiling system leguminous crops are used largely, which, he cited, improve the soil more than other crops, and the manure can be applied more properly and better results attained. He showed that the cost of producing a proper ration under the soiling system is one-third less than producing it in the dry form. Much valuable information was contained in the address, which was delivered without notes, but a bulletin on the subject was promised very soon. Mr. Kuntz called attention to the fact that even the bulletins are read by comparatively few, and not fully understood by all who read. Why can we not, he asked, have an actual demonstration in Tillamook County of what Professor Scudder has told us? He believed a farm of this kind could be made self-supporting, and that many farmers would be found willing and glad to rent land for such purposes. If Professor Scudder's system could be made a success, and the profits shown actually made, the farm is the way to show it. Hence, he wished the Rural Spirit would suggest a Coast demonstration farm, to be located in Tillamook Valley.

People outside of Tillamook have for many years looked to that region as a source of information, rather than a learner; as an exemplar that had worked out all its own problems, and was on the pinnacle of success. And while Tillamook, Oregon, has made a world-wide reputation, and the Tillamook dairymen have proved the value of co-operation, yet the fact remains that only a small proportion of the farmers do winter dairying, and not only Tillamook, but the entire Coast country—that west of the Coast range—has many problems of crops and care of stock all its own; many of its dairymen are operating in the most primitive manner, and it has had practically no help and no suggestions from our agricultural writers or professors. The dry farming and irrigated regions of Oregon, not nearly so well developed, nor thickly populated, now have experiment or demonstration farms. Is it not the Coast's turn next?

The writer later talked of this matter to Dr. Withycombe. He does not favor an experiment farm, but is heartily in favor of a demonstration farm in Tillamook County. Dr. Withycombe favors a number of demonstration farms in different parts of the State, where the scientific knowledge and proved theories of the college can be demonstrated in actual practice. Often, he says, local men can be put in charge of the farm, and as Mr. Kuntz suggests, it can be made self-supporting, or even possibly produce a profit. The suggestion then is more reasonable. Let a demonstration farm be located in Tillamook, and let this wonderful Coast region show what is possible to accomplish when the best methods of crop-raising and feeding are adopted. And when these demonstrations are made—when Tillamook is "shown," and her dairymen use the knowledge thus gained, its output will be increased, its fame spread, and its people still more greatly prosper.—H. A., Rural Spirit.

**Dairy Farm Wanted.**

Wanted by an experienced dairy man, a dairy farm to rent, with 20 to 30 cows. Apply to this office.

Brick, Lime, Cement, Shingles, Coal Oil, Coal, \$10 ton, Foultry Supplies, Potatoes, \$1.50 per 100, "Best" hard wheat flour \$1.40 sk., \$5.50 bbl. Alfalfa meal, hay and all kinds of feed at prices as low as any in the city.

TILLAMOOK FARM CO.

**Horses for Sale.**

I have 24 head of Horses for sale, all in good condition.—Apply to Geo. W. Grayson.

**THE ROAD QUESTION**

Favors the Bonding Plan and Good Road Through the County.

DEAR SIR,—The strongest incentive that induced the writer to locate in Tillamook county was the beginning of scientific road building in conjunction with the fact that he was lead to believe that it would continue at a rapid pace.

Three years will soon have elapsed since my tour of inspection prior to locating, and some progress has been made, but accomplishments in that line have not come entirely up to my most sanguine expectations.

Roads are more to the farmer than paved streets are to the city man, and the conditions of life in any community are no better than its roads, and Tillamook county is right now in a pressing need of better roads, for I believe that her farm and village life have reached a point in their development where they cannot go much further until better highways are provided. Possibly this fact is more potent in the southern than the northern end of the county, for in the former place some of the so-called roads are located in such impossible places and make such unnecessary long contours of the county, thereby entailing great and unnecessary expense, not only in their original construction, but in their maintenance and also add greatly to the discomfort and inconvenience of the traveling public.

This lack of roads and the proper location of some which now require an apology for their existence in that region is true to such an extent that the telephone lines in not a few instances have to depend upon private right-of-ways because there are no suitable highways upon which to build them.

The most encouraging feature in connection with road building today is the fact that there appears to be a universal spirit of improvement abroad in the land, a spirit which seems to effect every factor of utility in the scale of importance from the outlying township and obscure municipality to the state and federal governments.

These agencies appear at present, each to be acting independently of the other, but a little close observation suggests that it may only be a question of a very short time until there will be established a plan of union and co-operation that will pave the way for the introduction of an era of roadbuilding, such as the world never saw. We shall rejoice if such an era shall come, but in the meantime it behooves every possible factor in such a consummation to do its part in ushering it in, and to that end the writer is willing and glad to cast his lot with the public spirited men of Tillamook county who are pushing for good roads, and push, in his limited way for their ultimate building, fully cognizant of the fact that our brains, though similarly formed, are as different from one another as our faces, and that it is a temperamental impossibility for all men to agree at all times upon all questions, for our Creator never intended it that way, and acting upon this theory, I am now going to take issue with some of those whom I know are just as sincere as I on the all important questions of road building in our county.

I emphatically believe in good roads and have always encouraged them, and also believe that to get them in the shortest order, covering a region of any considerable magnitude, the only rational and business-like way is through the bond-issuing plan.

I believe that fully 90 per cent of the improved roads of the county are built that way, hence it is the universal way, the popular way.

If it is good business for a dairyman to borrow money (and how many are they who do not) in order to buy a ranch and a home, rather than never own a home at all, why should it not be good business for a county to borrow money and build roads for the benefit of the present generation, and all generations to follow, rather than have no improved roads at all?

If it is good business for business men to borrow money (and how easily you can count on your fingers those who do not) where-with to carry on the business and commerce of the country, why is it not good business for a county to do so in order to conduct her municipal affairs in a more rapid, up-to-date and advantageous manner and thereby facilitate commerce.

Do our banking and similar institutions refuse to borrow millions of dollars where they have a chance to loans it and realize on the transaction?

Banks are generally conceded to be the most conservative business institutions. Why should counties then refrain from borrowing money,

when they could profit by so doing? Is there a reason?

It is no justification to say in defence of a non-bonding proposition that the money raised by taxation and turned into a sinking fund for the liquidation of the bonds or the payment of interest on the same, is going out of the county, for before a dollar of the sinking fund need be collected and disbursed, the entire proceeds of the bonds would have been expended on the roads and our toilers, and our merchants and other business men would be revelling in its blessings, while at the same time, enjoying the glorious benefits of as fine roads as the country could produce.

Hence, the money under a bonding scheme, comes in before it goes out: comes in a lump and goes out in easy stages—more or less easy according as the wisdom of the proper officers in charge of the administration of our county affairs may dictate the redemption of the bonds distributed over a series of years more or less extended—and as for the interest, it need not be any great bug-a-boo, for if the scheme is manipulated right, the bonds had ought to sell about par and to that extent reduce the rate; and as to the residue, the enhanced value of property, good roads and a better country, populated with a more prosperous and progressive people, would many, many times more than offset it.

I hold that under the bonding plan a main thoroughfare from the north to the south end of the county would be eminently practical without greatly burdening any one and would insist that it be built without fear or favor upon a permanent right of way, established on an even grade, over the most direct and practical route. After this was accomplished, I would favor the improvement of all roads to the beach resorts on the same general plan; if the country had sufficiently developed through the building of more railroads or otherwise, so as to provide additional sources of taxation to justify such a course, I would favor the improvement of the Dolph road from Hebo to Sheridan.

Suffice it to say that any undertaking for the permanent improvement of our public roads at the present time should be studied and comprehensive one or else a great mistake will have been made. These are my sentiments.

L. M. KRANER.

[We may inform our correspondent that by a recent ruling of the Supreme Court a county cannot bond itself for the purpose of building roads until a general law is passed to that effect. Governor West vetoed the good roads bills which were passed at the last legislature.—Ed.]

**The Independent Church.**

1st Cor., 9:12.—Woe is unto me, if I preach not the gospel?

The preaching of the gospel was the origin of the Christian religion. All christianism dates back to this one event. Mark 1, 14 and 15.—Now after that John was put in prison, Jesus came into Galilee, preaching the gospel of the kingdom of God, and saying, The time is fulfilled, and the kingdom of God is at hand: repent ye, and believe the gospel.

We undertake one thing and no more. One thing accomplished is better than a thousand undertaken. There are three things necessary to fool membership. 1st.—To subscribe within one's own self to the sovereign will of God. 2nd.—The assent of the mind to the doctrine of the atonement; and 3rd.—The reverence of the Spirit, or in modern terms to follow the dictates of conscience.

There is no public demonstration required, nor is any person prohibited from belonging to any other church, or of performing any religious rites or ceremonies of believing or disbelieving any dogmas or doctrines that does not conflict with the Gospel of God's kingdom.

The sacrament of the Lord's supper and of baptism, and the keeping of days, the saying of prayers and singing of psalms are left to other churches entirely, for upon all these points there is a general disagreement amongst other churches, but the gospel of the kingdom is the vital part of Christianity, it is, it always has been and ever will be a unit.

When I see the crumb of bread and drop of grape juice, and then look back to the feast of the pass-over, when Christ instituted the sacrament, and the different ideas of baptism, that one man has as much right to entertain as another. The difference of days, that no man could tell except he had a calendar. The hypocrites prayer that Christ condemned. The temperament of music that has destroyed every bass voice, and the popular revival that culminates in a blackslide. I am contented to revert back to the original gospel of Thy Kingdom Come. J. C. GOVE.

The Reliable Route Steamer "Sue H. Elmore" (CAPT. P. SCHRADER)  
Tillamook & Portland.  
Leaves Portland, Albers No. 3 Dock Every Tuesday, Arrives Tillamook Wednesdays.  
Sailing for Portland, every Thursday or Friday according to Tides.  
PACIFIC NAVIGATION COMPANY.  
B. C. LAMB, Agent, Lamb's Dock, Tillamook, Ore.  
S. ELMORE & CO, Agents, Astoria, Ore.  
F. P. BAUMGARTNER, Agent, Albers No. 3 Dock, Portland, Oregon.

MORNING AND EVENING TRAINS, ASTORIA to PORTLAND  
Tickets and Baggage through to Puget Sound points, Spokane, St. Paul, Chicago, Denver, Kansas, City, Omaha, St. Louis and all points East.  
Atlantic Steamship Agency.  
Agents of The Oregon Electric Ry. at Forest Grove and Hillsboro sell through tickets to all points east.  
Fares and train schedules will be forwarded on request.  
W. E. COMAN, General Freight & Pass. Agent, Portland, Ore.  
G. B. JOHNSON, General Agent, Astoria, Ore.

LAMB-SCHRADER CO. Incorporated.  
Warehouse and Commission Men.  
Coal, Shingles, Lime, Cement and Brick.  
Dock and Warehouse, Front Street, between 2nd and 3rd Avenue West.

Child Portraits Made by Us are Child-Like.  
Just as our portraits of adults possess strength and character. We are experts in lighting and posing, and our equipment is complete. Come in and see our line.  
Monk's Studio, Next to the Post Office.

WEINHARD'S COLUMBIA BEER, EXPORT BEER, KAISER BLUME, Unsurpassed, Non-Intoxicating, MALT TEA.  
STAR BREWERY Hop Gold Beer, Special Brew.  
BOTTLED BY THE Columbia Bottling Co., Astoria, Oregon  
Soda Waters, Siphons, Bartlett Mineral Water.

The Best Hotel. THE ALLEN HOUSE, J. P. ALLEN, Proprietor.  
Headquarters for Travelling Men.  
Special Attention paid to Tourists.  
A First Class Table. Comfortable Beds and Accommodation.

JOHN L. HENDERSON, ATTORNEY & COUNSELOR-AT-LAW, Tillamook Block, Tillamook, Or. Room No. 261.

H. T. BOITS, ATTORNEY-AT-LAW. Complete set of Abstract Books in office. Taxes paid for non-Residents. Tillamook Block. Both phones.

CARL HABERLACH, ATTORNEY-AT-LAW, Tillamook Block.

GEORGE WILLETT, ATTORNEY-AT-LAW. Tillamook Commercial Building. TILLAMOOK - OREGON.

T. H. GOYNE, ATTORNEY-AT-LAW. Office: Opposite Court House, TILLAMOOK, OREGON.

R. T. BOALS, M.D., PHYSICIAN & SURGEON, TILLAMOOK. Tillamook Block.

S. M. KERRON, PHYSICIAN & SURGEON. Tillamook Block, Tillamook, Oregon.

W. C. HAWK, PHYSICIAN & SURGEON, BAY CITY, OREGON.

F. R. BEALS, REAL ESTATE, FINANCIAL AGENT, Tillamook, Oregon.

DR. P. J. SHARP, RESIDENT DENTIST, Office across the street from the Court House. Dr. Wise's office.

T. SARCHET, The Fashionable Tailor. Cleaning, Pressing and Repairing a Specialty. Store in Heins Photographic Gallery.

E. J. CLAUSSEN, LAWYER, Deutscher Advokat. 213 Tillamook Block, TILLAMOOK - OREGON.

Foley Kidney Pills  
TONIC ACTION - QUICK IN RESULTS  
Give prompt relief from BACKACHE, KIDNEY and BLADDER TROUBLE, RHEUMATISM, CONGESTION of the KIDNEYS, INFLAMMATION of the BLADDER and all annoying URINARY IRREGULARITIES. A positive boon to MIDDLE AGED and ELDERLY PEOPLE and for WOMEN.  
HAVE HIGHEST RECOMMENDATION  
G. I. Clough, Druggist.