

SEMI-WEEKLY ABERDEEN HERALD

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THE LOBBY PRESS

NOW ATTACKS ATTITUDE OF
GOVERNOR McBRIDE.

The Governor Cannot Support the Ticket Nominated by the Farrell Gang of Lobbyists. Having Always Favored State Control of Railroads He is Unable to Support Railroad Nominees.

Not satisfied with having defeated Governor McBride for the nomination to succeed himself, the leaders of the republican railroad lobby are now using the papers of the state which they control to traduce the governor's name, misrepresent his political motives and assail his honesty. The Yakima Republic, a publication which is noted for the fidelity and promptness with which it echoes every sentiment of the lobby, said in its issue of September 13:

"Governor McBride has demonstrated once more that he is the political scrub which his opponents in the republican party have claimed he was. He has announced his intention to spend the next few weeks at St. Louis and will take no part in the campaign. * * * After this campaign Mr. McBride will never be heard of, and it is to be hoped that no more of his kind will accidentally attain the prominence he has had. An honest populist sailing under his own colors is better in office any day than a dishonest, self-seeking demagogue claiming to be a republican but in reality belonging to no party."

The Olympia Olympian, another publication which is in such close touch with the ruling powers of the state republican organization that its publishers, S. A. Madge and J. O. B. Scooby, were permitted to name the candidate for state treasurer, said, editorially, about the same date:

"That he (McBride) was justly defeated from a political standpoint, is emphasized by his present conduct in running away from his party and the support of the ticket nominated by practically unanimous vote of the convention before which he was a candidate, and at a time when that ticket is assailed by soreheads and demagogues with falsehood and misrepresentation, by him known to be so, and the evil influences of which he could and by every consideration should help to overcome."

The truth of the matter is that his honor and manhood will not permit Governor McBride now to defend the creatures on the republican state ticket of the railroad lobby which in his campaign for the last two years he has assailed, exposed and excoriated with such vigorous truth and power. And because he has chosen to go through the campaign in silence rather than stultify himself the lobby cries out that he is a "political scrub" and a demagogue.

The Seattle Post Intelligencer in its edition of September 21 rises to ask:

"Do the people of the state realize that if it were not for the very men and measures that George Turner so extolls, himself included, there would now be no demand whatever for a railroad commission?"

They do. They realize that if it had not been for the magnificent work of Judge Turner in the constitutional convention of 1889 the people of the state would be without constitutional authority to provide a railroad commission, and that if that convention had not fallen under the domination of the railroad lobby a railroad commission would have been provided for in that constitution and the contest of the past fifteen years dispensed with. The people of the state realize that if it had not been for the magnificent campaign of Joseph Folk there would be no issue of public honesty raised in the present campaign in Missouri, and if there were no officers of the law there would be no need for penitentiaries.

The Post Intelligencer further asks: "Do the voters of the state forget that the demand for a tax commission is embodied in the republican state platform and that it means business?"

They do. They realize just how much "business" it means. It means "business" for the grafting legislators who are interested in holding up railroad companies, and for the corporation tax dodgers who will be at Olympia next winter with a big sack for the purpose of preventing the passage of such a tax commission bill. They realize that the republican party has promised regulative railroad legislation in the platform of every state nominating convention it has ever held in this state, and that the promise was never even partially carried except by the legislature of 1893, which passed an emasculated rate reduction bill, a bill which was repudiated by the republican party at its very next state convention as being a failure to carry out a plain promise to the people and

not "carrying out the constitutional provision for the passage of laws regulating freights and fares." What is more they remember that after promising a railroad commission in its platform two years ago the republican legislature of 1903 passed a tax commission bill which was so weak and spineless that Governor McBride in vetoing it said:

"This bill would authorize the state board to expend \$15,000 as a 'smelling committee,' without the power to do anything, without even the power or privilege of recommending to the county assessor or county boards of equalization the figures at which such property should be assessed."

"In other words, the sum of \$15,000 is appropriated to enable the state board to satisfy its curiosity, if it has any. The result of this investigation must be properly concealed from the public that pays the bills. This superabundance of caution on the part of the forces outside of the legislature that consented to the passage of the bill was wholly unnecessary. Without this provision the bill would have been toothless and could not have forced them to bear their fair share of the public burden."

"The purpose of the passage of this bill was not to cure existing evils but to postpone the inevitable day when a legislature would not be subservient to private interests—that will see to it that every one, corporation and individual alike who enjoys the protection of our laws shall bear a fair share of our public burden in the matter of taxation."

"The forces outside of the convention" that consented to the adoption by the republican state convention at Tacoma of a plank promising a tax commission bill are the same as those referred to by Governor McBride as "the forces outside the legislature" that consented to the passage of the tax commission bill passed by the republican legislature of 1903. The purpose of the plank in the republican platform is the same as that of the above bill, as described by Governor McBride, "not to cure existing evils but to postpone the inevitable day when a legislature will be elected which will prove true to the people and to the party pledges, that will not be subservient to private interests."

The South Bend Journal of South Bend Pacific county, a staunch republican journal and a supporter of Mr. Mead hits the nail on the head when it says:

"The danger will lie in the possibility of the railroad lobby again succeeding in 'converting' enough of the legislators to block its passage."

When this occurs again as it occurred in the last legislature the people of the state want a governor who will not mince words, but who like the present governor has done will stand up like a man and tell the whole true and disgraceful story and place the responsibility where it belongs.

By the way, has Mr. Mead in any of his speeches said anything about the evils of a corrupt railroad lobby?

The newspaper organs of the republican party are having a very hard time to defend Mr. Mead, the railroad candidate for governor, from his railroad record. Mr. Mead has been trying to convince the farmers of Eastern Washington, that he is not opposed to regulative railroad legislation. Judge Turner pointed out in a recent address at Condonally that Mr. Mead voted in both republican state conventions of 1902 and that of 1904 against the proposed commission plank. The Yakima Republic, in defending Mr. Mead, confessed the accusation and seeks to defend Mr. Mead by falsehood. It says:

"As a member of the Whatcom delegation Mr. Mead both times voted under instructions from the people of Whatcom county who did not favor the McBride proposition to have a railroad commission whose members should be appointed by McBride."

It is true that the Whatcom county delegation to the convention of 1902 instructed against the commission plank. But it is not true that such instructions were issued in 1904. The delegation to the convention this year was selected by Mr. Mead himself on the authority of the county convention, and Mr. Mead is, therefore, responsible for every vote cast by every delegate from that county. Besides when the vote of the delegation was cast against the commission plank McBride had been eliminated and Mr. Mead's nomination was assured. The delegation at that time was voting against, not a McBride commission, but a commission to be appointed by Mr. Mead himself.

The Only Through Train.

No change of cars Tacoma to St. Louis. Saves time and money. If you contemplate going to the Fair, or any place where the very cheap rate can be used, ring me up, and I will be glad to call and explain details fully.

H. B. ELDER, Agent.

LUMBERMAN WILL

TAKE A HAND IN THE STATE CAMPAIGN.

Ignored by the Railroads They Will Enter State Politics to Save Their Business. The Lumbermen Association Asks Pledge From Legislative Nominees.

The Lumberman's association of this state declares that the railroads are killing their great industry; that they have appealed in vain for relief; that the traffic managers have openly threatened to advance rates if they do not stop their agitation for rate reduction; and despairing of getting justice from the railroads, they propose to carry the fight into the legislature.

To that end they have asked every legislative nominee in Washington to sign the following pledge:

(Fill out, tear off and return this pledge.)

A PLEDGE TO SAVE THE LUMBER INDUSTRY.

Having the prosperity of the state of Washington at heart, I hereby pledge myself, if elected, to vote and work in the next session of the legislature of the state of Washington, for any and all measures that may secure for the lumber industry, a lumber rate of 40 cents per 100 pounds to Nebraska, Kansas, South Dakota and other Missouri river points.

The following letter to the legislative nominees accompanies the pledge, and sets forth with much vigor the lumbermen's grievances:

"The manufacturers of lumber and lumber products in the state of Washington, representing 1,542 firms doing business in the counties of Spokane, Thurston, Franklin, Lewis, Stevens, King, Pierce, Kitsap, Cowlitz, Island, San Juan, Whatcom, Adams, Jefferson, Lincoln, Asotin, Clallam, Pacific, Mason, Wahkiakum, Skamania, Ferry, Kittitas, Skagit, Yakima, Snohomish, Chelan, Clark, Whitman, Walla Walla, Klickitat, Douglas, Chelan, Okanogan, Columbia and Garfield, and employing 81,038 men, to whom are paid annually in wages the sum of \$47,691,000, and upon whom are dependent 243,114 persons, would respectfully call your attention to the dire need of this great lumber industry as set forth in the inclosed circular.

"It will be conceded that the manufacture of lumber is the greatest developed industry in the state of Washington and will continue to be so for many years to come. Unfortunately the industry is of such magnitude that its product must be sold in distant markets, and on account of distance and freight there will always be more or less of a handicap. For example, the freight rate on lumber from eastern and western Washington to St. Paul, Minn., is 40 cents per 100 pounds to 1000 feet of dimension lumber, \$12 per 1000 feet is paid transcontinental lines for the haul. This lumber is selling as low as \$4.50 to \$5 at the mill, or practically one third the cost of haul.

"During the past year the lumber industry has been in a very bad shape; wages have been reduced, many mills have either closed down or gone into the hands of a receiver, and the loss incurred in the depreciation in values is estimated at \$10,000,000—a direct and positive loss to the state of Washington, because every man employed in the mills, camps, factories and lumber yards must depend on the farmers, storekeepers and others for his provisions, clothing and other necessities of life, and every cent of the \$47,000,000 pay roll is placed in circulation among the producers, and therefore any disaster to the lumber industry must affect every citizen of the commonwealth.

"In order to keep the industry alive the lumbermen early this year forwarded a petition signed by upward of 1000 lumber manufacturers, 800 leading merchants, 854 retail lumber dealers in Kansas, Nebraska and South Dakota who need our lumber, indorsements from all the leading commercial organizations in this state representing an investment of upward of \$300,000,000, to the presidents and traffic managers of the Great Northern, Northern Pacific and Union Pacific roads, requesting that they grant a lumber rate of 40 cents per 100 pounds to Omaha and Kansas City and surrounding territory. The existing rate is 50 cents per 100 pounds, or \$15 per 1000 feet, while there is only one mile difference in the distance, the distance from Portland to St. Paul being 2056 miles, and the distance from Portland to Omaha being 2057 miles. As said before the rate is 40 cents to St. Paul, while to Omaha, practically the same distance, it is 50 cents. This difference of 10 cents per 100 pounds makes a difference in the price of lumber from \$2 to \$3.30, and will allow us to compete in a territory consuming annually 162,

000 carloads, of which the lumbermen of Washington, Oregon, California, Idaho and Montana contribute only 9000 carloads.

"Without stating any valid objections the transcontinental lines refused our request, although we assured them of an increase in revenues of \$4,000,000 per annum in a territory where they had no other lumber interests to protect. On May 23 a committee of nine lumber men met with the traffic officials, but secured no result beyond a threat that 'if this 40 cent rate agitation is kept up we will advance rates.'

"Having tried all other methods to keep from going into the hands of a receiver, the lumber men have decided to make the 40 cent rate the issue of the present campaign, and if necessary keep it up in future campaigns. We have been informed that the railroads care more about possible adverse legislation than they do of the business interest, and we propose taking them at their word.

Cause of Lockjaw.

Lockjaw, or tetanus, is caused by a bacillus or germ which exists plentifully in street dirt. It is inactive so long as exposed to the air, but when carried beneath the skin as in the wounds caused by percussion caps or germ is roused to activity and produces the most virulent poison known. These germs may be destroyed and all danger of lockjaw avoided by applying Chamberlain's Pain Balm freely as soon as the injury is received. Pain Balm is an antiseptic and causes cuts, bruises and like injuries to heal without maturation and in one third the time required by the usual treatment. It is for sale by All Druggists.

WHO PAYS FOR IT

Some Facts About Railroad Taxation Worth Studying.

R. H. Duff, the democratic assessor of Whitman county, fixed a valuation of \$7,920 per mile on the railroads (all second class) of that county. This was reduced by a republican board of equalization to \$5,808 per mile.

For four years the fusion state board of equalization maintained a valuation on railroads for state purposes of \$10,560 per mile for first class lines, \$6,000 for second class lines and \$3,960 for third class lines. For three years last past a republican state board has maintained valuations of \$6,600 for first class lines, \$5,280 for second class lines and \$3,168 for third class lines.

The highest valuation placed on railroad tracks by any assessor in Washington in 1904 was that established by Louis Walton, the democratic assessor of Adams county. Mr. Walton assessed first-class tracks in his county at \$11,985 per mile and rolling stock on the same at \$2,376 per mile. A republican equalization board in that county reduced these figures to \$7,920 on track and \$2,112 on rolling stock.

A committee of Republican county assessors reported to the state assessors' convention held at Spokane last January in favor of an assessment on first class tracks of \$13.75 per foot or \$7,200 per mile on first class lines. The convention increased this valuation to \$1.40 per foot, whereupon 19 assessors bolted and agreed to a valuation of \$1.50 per foot or \$7,920 per mile. This valuation has since been adopted in all counties except two or three, which are most completely under railroad domination.

Chamberlain's Cough Remedy.

No one who is acquainted with its good qualities can be surprised at the great popularity of Chamberlain's Cough Remedy. It not only cures colds and grip effectually and permanently, but prevents these diseases from resulting in pneumonia. It is also a certain cure for croup. Whooping cough is not dangerous when this remedy is given. It contains no opium or other harmful substance and may be given as confidently to a baby as an adult. It is also pleasant to take. When all of these facts are taken into consideration it is not surprising that people in foreign lands, as well as at home, esteem this remedy very highly and very few are willing to take any other after having once used it. For sale by All Druggists.

October 27, 28 and 29.

World's Fair excursion tickets to Chicago, St. Louis and all Eastern cities will be sold by the Great Northern Railway on October 27th, 28th and 29th, in addition to October 3rd, 4th and 5th. Apply to any Great Northern agent for rates and full information.

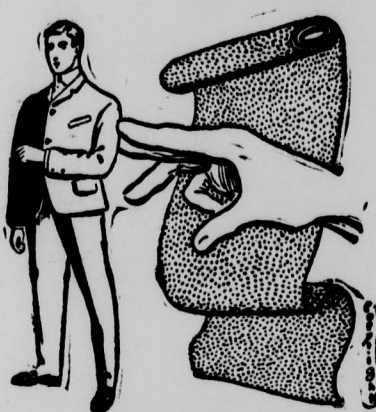
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On Your Wall Paper Bill

To make room for our immense stock of PICTURES, FRAMES AND ART GOODS, which are now arriving for the Holiday trade, and to close out all of this year's designs of wall paper, we have marked down all figured patterns from 20 to 60 per cent. It has always been our policy to carry over no old patterns from one year to the other and we have put the price below cost in many instances for this sale, in order to close out our 1904 stock. Call and make your selections before the stock becomes too badly broken.

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