

# YAKIMA DAILY DEMOCRAT

"Hew to the Line, Let the Chips Fall Where They May."

NO. 17.

NORTH YAKIMA, WASHINGTON, SATURDAY MORNING, OCTOBER 15, 1904

VOL. 1.

## TURNER ON THE OUTLOOK

### Feels Confident of His Own Election and That of the Whole State Ticket.

Former Senator George Turner, Democratic nominee for governor, arrived here on the delayed North Coast Limited from Spokane Friday evening at 5:10 o'clock. He was met at the train by H. J. Snively and went to that gentleman's residence for dinner, returning to the Snively residence after the speaking to remain for the night. Senator Turner will leave here this morning for Ellensburg, where he speaks this afternoon and at Cle Elum this evening.

Senator Turner, while not in the habit of blowing his own horn, is evidently pleased at the fine prospect for success for the Democratic state ticket. It is plain that he himself expects to be elected. He has already visited nearly every part of the state and is certainly in a position to judge public sentiment.

Dave Larrimer, the well known "politician" of the Spokesman-Review, who is reporting the Turner meetings and who, for two weeks, traveled with the Mead party, says that he considers that Turner now has almost a lead pipe cinch to win and that the tide is unquestionably with him. Larrimer is of the opinion that Turner will win by 8,000 to 10,000 majority and that the entire state ticket will go in with him.

Howard Hathaway of Everett, Democratic nominee for congress and R. Lee Purdin of Ellensburg, candidate for state auditor, are traveling with Senator Turner.

### More Hop Deals.

Pineus & Sons were the only dealers who closed any sales yesterday with the hopgrowers. They bought 65 bales from Ed Slavin paying 30 1-2 cents; also 91 bales from John Knox of Tampico at 30 1-2 cents, and 10 bales from G. C. Mitchell, price not given out. It is rumored that several other deals were made Friday, but the buyers would not divulge any of the circumstances for reasons of their own.

## TURNER IN NORTH YAKIMA

### Democratic Nominee for Governor Addresses Largest Audience Ever Assembled in Local Theater— Makes Many Telling Points Against the Railroad Ticket.

What was probably the largest audience that ever assembled in the Yakima theater turned out last evening to see and hear Ex-Senator George Turner, Democratic nominee for governor. The theater, with its seating capacity for over 1000 persons, was entirely inadequate to accommodate the crowd in attendance and after the standing room was all taken a goodly number of people went away because of no opportunity to see or hear the distinguished speaker. It was a rousing, enthusiastic meeting and a complete success in every way.

When the curtain went up, about 8:15 o'clock, the speakers were on the stage as well as some 40 prominent Democrats of the county, the stage being well occupied. As the opening of the meeting had been somewhat delayed beyond the appointed hour the audience had begun to grow impatient and plainly manifested that fact.

H. J. Snively acted as master of ceremonies and made a preliminary address lasting about 20 minutes, which was one of the warmest speeches ever heard in this city. The speaker paid his respects to a number of local Republican statesmen in such an emphatic and yet humorous way that the audience laughed as heartily as though it was witnessing a roaring comedy farce on the stage. Among those who came in for an "honorable mention" at the hands of Chairman Snively were Col. Robertson of the Republic, Dr. Hare, H. B. Rigg and Ira M. Krutz. The Yakima Republic was "roasted" to a turn on account of what the speaker termed its unjustifiable and indecent attack upon Sheriff R. A. Grant. Mr. Snively then defended Mr. Grant's administration of the sheriff's office and said that officer is the best sheriff that Yakima county ever had. This remark was greeted by the audience with loud applause, a fact that showed very plainly that the sheriff is a very popular man with the people. Mr. Grant, who was on the stage, responded to the audience with his best bow. The chairman then formally introduced the following named candidates on the county ticket, all of whom responded with a bow: C. C. Case, nominee for treasurer; George F. McAulay, nominee for prosecuting attorney; H. W. Creason, nominee for the legislature, and J. D. Morrissey, nominee for auditor.

At the conclusion of his own address Chairman Snively introduced Howard Hathaway of Everett, Democratic nominee for congress. Mr. Hathaway is a comparatively young man and presents a good appearance. He came to this state from Virginia about three years ago. He is considerable of an orator and claimed the close attention of the audience for about 30 minutes. He touched but lightly on national politics, but in state affairs literally nailed the railroad lobby to the cross. He reviewed at length the work of the Tacoma convention and characterized the control of that body by railroad influence as being about the coarsest piece of work, politically as well as the most brazen, that ever happened. Mr. Hathaway is a pleasing and effective speaker and made a decided hit with the audience. He was liberally applauded at the close of his address.

Former Senator George Turner was then introduced and received a hearty greeting from the audience. The distinguished speaker prefaced his remarks by referring to the fact that he had once made his home in the Yakima valley and expressing his pleasure at meeting the people of this county. Touching on the railway commission issue, which, he said, was the leading and vital issue of the state campaign, it was not his desire and should he be elected governor it would not be his policy to do anything to punish the railroads of the state. The railroads are a public necessity and had their rights, in which they were fully entitled to protection just as much as the people are entitled to protection against the rapacity of the railroads.

Referring to the fact that the Yakima Republic had said editorially that he, Turner, might explain to the people how a railway commission could satisfy their demands for more cars in which to ship their produce to market, he said that if Editor Robertson was a lawyer he would understand that a regulatory commission would have the power within the state to compel the railway companies to furnish the needed facilities

with which to take care of their business and that if the railroads should refuse to obey such reasonable regulations as laid down by the commission they would be fined for such disobedience. He, Turner, believed that the railroads could and would comply with such conditions. Decisions of the supreme court of the United States vested such power in a railroad commission and there was no doubt in his mind but that they could be enforced.

In another part of his address, referring to the Yakima Republic and the campaign of abuse and misrepresentation that it has made against him, Judge Turner said that Mr. Robertson drew his political inspiration from John L. Wilson's Seattle P.-L., which purposefully and maliciously misrepresented him. Mr. Robertson is probably not to blame because he does not know any better. Wilson, however, does know better. Referring to his opponent, Mr. Mead, Judge Turner said:

"My friend, Mr. Mead, made one fair, square, honest declaration, and only one, in all those speeches that he has been making in eastern Washington. He told the people of Colfax that it was true that the Republican legislature and the Republican party two years ago had betrayed the faith and the trust of the people of this state in this most important matter, and he said that they had not made any professions upon the subject this year, because they were afraid that if they did so they would again be compelled to betray the faith of the people of the state of Washington. (Laughter.) We could understand that declaration on the part of Mr. Mead, but we did not understand the ensuing declaration that he made, and that was that the best hope of the people of the state of Washington lay in the election of the candidates of the Republican party.

"We could not understand how the best hopes of the people of the state for a railway commission lay in the success of a party which had betrayed the people upon that subject two years ago and which was afraid to make any declaration this time for fear it would again betray that faith. But other distinguished speakers have explained this riddle to us. We hear those speakers and we have a circular from the Republican state committee of this state which tells us that the best hope of the people lies in the success of the Republican candidates, because, 'if you elect a Democratic candidate,' they say, 'we are going to have a Republican legislature anyway, and you cannot expect a Republican legislature to pass a commission bill for a Democratic governor to sign.

"And I want to say, fellow citizens, that if I should be elected governor of this state that I will treat this great interest of western Washington as fairly as I will treat any other interest in the state of Washington. (Applause.) I want to say that if I should be elected governor and a railway commission should be provided by law during my term of office that I will consult the lumber interests of western Washington as fully as I will consult the farming interest of eastern Washington, and that in the make up and the composition of that commission this great interest shall have representation over there as fully and to the same extent as the agricultural interests of eastern Washington have representation over here. (Applause.)

"But, fellow citizens, I do not want to go into this matter so extensively as to tire the patience of my auditors. I believe that the people of all portions of Washington have read enough about this subject to agree with me that it is absolutely essential in a regulatory way to provide a tribunal of this character, with the strong right arm of the state behind it, prepared to act speedily and summarily in order to protect the just rights and interests of all the people of this state. But there is another phase of the necessity for a tribunal of this character which perhaps the people would have not read upon as fully as upon its regulatory features, and that is its taxation features, and I desire now to draw your attention very briefly to that feature.

"The constitution of our state requires that all property in the state shall be listed for taxation at its fair, actual cash value, and that is the only fair rule of taxation, because when one

(Continued on page four)

## THE DAVIS CAMPAIGN

### Vice Presidential Candidate Makes a Strenuous Campaign in West Virginia.

NEW MARTINSVILLE, W. Va., Oct. 14.—A day in the Ohio valley touching the towns on the West Virginia bank of the river from Wheeling to Parkersburg, was the program of Henry G. Davis and his corps of campaigners today. Meetings of an hour and a half duration at this place and Sistersville were the features of the day's itinerary, which is to be concluded with a rally at Parkersburg, where the special train will be sidetracked for the night.

At Benwood, the first stopping place, the Davis special found great favor. An old smooth-bore cannon had been unlimbered alongside the track and as the train was coming to a stop was fired. Six windows of the forward coach of the train and one in the special car went in with a crash. No one was injured, however, and the meeting proceeded at once.

Mr. Davis is asking his audiences a few questions about the Republican "full dinner pail" of four years ago.

"You don't hear them saying a word about that pail now, do you?" he asked. "No; the pail is not full, and they are keeping quiet."

At Benwood Mr. Hill referred to the Colorado labor trouble and advocated the restriction of the use of the injunction in the labor disputes.

### Liquor Men Commend Potter.

ST. LOUIS, Oct. 14.—By virtue of a resolution adopted at the convention of the National Liquor Dealers' Association it has been decided to amalgamate that association with the Knights of the Royal Arch and the Knights of Fidelity, the name of the combined organizations to be the National Liquor League.

Resolutions were adopted commending Bishop Potter for his action in dedicating a New York saloon. The resolutions

advocate a reduction of the tax on whiskey and also a reduction of the tax on imported wines and liquors.

New Orleans was selected as the place of meeting next year, and E. L. Jordan of Washington, D. C., was elected president.

### Held a Man Up.

Chester Spencer and Joe Edgar, two young half breeds on the reservation, were arrested Thursday by Deputy Sheriff Edwards on the complaint of a young man that the Indians had held up near Wapato and robbed of \$14, afterwards returning \$4 to the victim on his plea that the young robbers were leaving him broke. The victim came to the sheriff's office, told his story and swore out a warrant for the arrest of Spencer and Edgar. Deputy Edwards went down and made the arrest and succeeded in getting all the money back but about \$2, which the young half breeds had spent.

The prisoners were arraigned before Justice Taggard Friday afternoon, but the case was continued over to today.

### A Yakima Actress.

Mrs. Fred Thompson made her initial "debut" as a member of the Orpheum stock company last night. Mrs. Thompson has always had aspirations for the stage and has devoted a good many years of hard study with the ultimate end in view of becoming an actress.

Mrs. Thompson is the wife of Fred Thompson, manager of the Ryan and Newton commission house here. She will no doubt prove a popular favorite with her audiences wherever she appears.

Mrs. D. S. Kinney of Roslyn spent two days with Mrs. W. S. McClure this week. She returned home Friday afternoon accompanied by Miss Kinney of Seattle, who has been visiting her sister, Mrs. McClure, for the past three weeks.



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## THE DEMOCRATIC TICKET

### NATIONAL

For President,  
**ALTON B. PARKER**  
of New York.

For Vice-President,  
**HENRY G. DAVID**  
of West Virginia.

### STATE

Governor—  
**GEORGE TURNER** of Spokane  
Lieutenant Governor—  
**STEPHEN JUDSON** of Pierce  
Secretary of State—  
**PATRICK HOUGH** of Clark  
Auditor—  
**R. LEE PURDIN** of Kittitas  
Treasurer—  
**GEORGE MUDGETT** of Spokane  
Supreme Judge—  
**ALFRED BATTLE** of King  
Land Commissioner—  
**VAN R. PIERSON** of King  
State Supt. of Public Instruction—  
**W. D. GERARD** of King  
Attorney General—  
**C. H. NEAL** of Lincoln

Congressmen—  
**HOWARD HATHAWAY** of Snohomish  
**J. J. ANDERSON** of Pierce  
**W. T. BECK** of Ferry  
Presidential Electors—  
**FRED THIEL** of Adams  
**J. J. CARNEY** of Chehalis  
**S. P. RICHARDSON** of Mason  
**J. J. DARNELL** of Cowlitz  
**JOHN TRUMBULL** of Clallam

### JUDICIAL AND COUNTY

Superior Judge—  
**Hon. E. B. PREBLE** of North Yakima  
State Senator—  
**Hon. A. J. SPLAWN** of Cowlitz  
Representatives—  
**H. W. CREASON** of Prosser  
**J. D. MEDILL** of North Yakima

Sheriff—  
**R. A. GRANT** of North Yakima  
Treasurer—  
**C. C. CASE** of North Yakima  
Prosecuting Attorney—  
**G. F. MAULAY** of North Yakima

Auditor—  
**JOHN D. MORRISSEY** of Naches  
School Superintendent—  
**GEORGE STEPHENSON** of Toppenish  
Surveyor—  
**W. J. MARBLE** of North Yakima  
Commissioner, First District—  
**GEORGE BIEHN** of Selah  
Commissioner, Second District—  
**H. E. CROSON** of Ahtanum  
Commissioner, Third District—  
**L. G. MOORE** of Kennewick

### NORTH YAKIMA PRECINCT

For Justice of the Peace—  
**JAMES R. COE.**

For Constable—  
**JOHN M. EDWARDS.**

### The People Are Aroused.

There is not a county in the state but what more or less disaffection exists in the Republican party towards the state ticket, headed by A. E. Mead. In some counties, notably Spokane, Whitman and a number of other eastern Washington counties, the indications all point to the fact that the Farrell-Mead ticket will be buried at the polls by an avalanche of adverse ballots.

In western Washington, of course, the feeling is by no means so intense. The people of that section of the state do not so much feel the need of railroad regulation, neither are they educated upon the subject as are the people of the east side. Nevertheless there is a strong feeling of resentment in every western county over the manner by which the Tacoma convention was manipulated and debauched by hirelings of the railroads. There is not much talk about the matter, however. After the first storm of disapproval, when the convention adjourned, thousands of voters of Republican proclivities made up their minds to saw wood and bide their time until election day, when they will make use of their American privilege to administer a swift kick to every man who had a hand in bringing this disgrace not only upon the Republican party but the whole state of Washington.

### C. C. Case for Treasurer.

C. C. Case, the Democratic nominee for county treasurer, is the business men's candidate for that office. This is natural as Mr. Case is a business man himself and in every way well quali-

fied for such a position as county treasurer. He is a man who has made a success of everything that he has ever undertaken and that is the sort of man that the public wants to serve it.

While Mr. Case has been a resident of this county but some three or four years, he has lived for nearly twenty years in the state. At Bucodo, his former home, his reputation as a citizen and a business man is of the best.

Mr. Case will not only receive the solid support of the Democratic party of this county but the votes of hundreds of Republicans as well who, from the way that they talk, evidently feel that Mr. Case is the man who should be elected.

### No Rewards for Old Liners.

The great number of whitewashed Republicans who are running for office this year on the so-called Republican county ticket makes that ticket too bitter a dose for a great many of the old line Republicans to swallow. The way that the Republican party of this county is being now run it seems that it is a positive detriment to any man's chances for a party nomination if it becomes known that he has been a Republican all his life. The local bosses, who effectually dominate the party, seem to act on the assumption that those who come last should be served first. The best rewards are all for those who have recently renounced their allegiance to Democracy and profess themselves Republicans, believing as they doubtless do, that this is the shortest cut to political preferment and fat salaries.

If the writer were in Yakima county this year he would support the straight democratic county ticket, for it is worthy the support of every patriotic citizen.—Pasco Express.

The above was written by E. P. Greene, who announces himself a strong Roosevelt supporter. Brother Greene is a sharp and unsparing critic which, coupled with the fact that he formerly resided in this county and knows the political conditions as they exist here, makes his opinion worth quoting.

It is gratifying to the hundreds of thousands of friends of Hon. Charles A. Towne, who recently located in New York City, to know that he has been nominated for congress on the Democratic ticket in a district that will elect him. Towne is a man whom the Republicans would like to see remain in private life.—Seattle Times.

New York City is surpassed in population by one city only and that is London. Its revenues are greater than some European nations. Only four states in the Union have populations larger than the population of this American metropolis, namely, New York, Pennsylvania, Illinois and Ohio. Hence the egotism of the New Yorker.—Seattle Times.

### Questions to Mr. Mead.

While the Post-Intelligencer is in the mood of asking questions it should not overlook the fact that the people are decidedly interested in having a series of them addressed to Mr. Mead. Here are a few that will do for a text:

1. Are you, as a citizen, Mr. Mead, in favor of a regulative railroad commission?
2. Will you, as a public official, use your best efforts to the creation of such a tribunal?
3. If you are inclined to answer either of these questions in the affirmative, will you kindly point out any act or speech that you have ever made that is in harmony with such answer?
4. If it should so happen that you declare yourself upon the three interrogatories to the satisfaction of the public, it will then be in order for a fourth to be answered: How will you, should you become governor of Washington, expect to secure the enactment of commission legislation while the men who brought about your nomination and election have their money-making facilities unfairly increased by present conditions? Will you or will you not divorce yourself from their influence?

None of these questions has reference to the dead past, but all have a direct bearing upon present and immediate future conditions. They are fair questions and such that any voter has a right to ask of candidates who are soliciting suffrages.—Seattle Times.

### The P.-I. Throwing Dust.

John L. Wilson's Post-Intelligencer is now making a frantic effort to prove that George Turner is a tool of the railroad corporations in disguise. If this were true, Wilson, Farrell, Grossep, Chamberlin and the rest of the railroad gang would have their coats off fighting tooth and nail for the election of Turner. The railroad candidate for United States senator is no other than John L. Wilson, who earned the everlasting gratitude of the Northern Pacific railroad while he was a member of the lower house of congress by securing the passage of the lien land law by which the railroad has been enabled to appropriate many millions of dollars worth of the government's most valuable lands in exchange for arid or worthless lands or lands of disputed ownership.—Walla Walla Statesman.

## P.-I. IS A TURNCOAT.

In Its Better Days the Seattle Organ Advocated a Railway Commission—Some Ancient History Dug Up.

SEATTLE, Oct. 14.—(Special).—Files of the Post-Intelligencer, stored away in the vaults of the Post-Intelligencer office in this city, show that while Judge George Turner was leading the gallant fight which was made in the constitutional convention of 1889 for the insertion in the constitution of a clause providing outright for a railroad commission, the Post-Intelligencer was urgently advocating the principle of a railroad commission through its editorial columns.

At that time the Post-Intelligencer was owned by Leigh S. J. Hunt, now a millionaire mining operator of Corea, and was the newspaper organ of the old "Cherry Street ring" which five years later became so offensive to the Republicans of the state on account of its bold dictation of Republican politics. The business manager of the paper was Fred Grant and the editor was Alfred Holman, for many years since that time an editorial writer on the Portland Oregonian, now the editor of the Sacramento Bee-Union.

In a number of strong and convincing editorials Mr. Holman urged the adoption by the convention of the commission section, pointing out the necessity for such a measure establishing, once for all, the principle of state regulation of railroads, both as a means of public safety and business prudence, and as a means of keeping out of our politics an element of dangerous corruption.

On July 28, 1889, the P.-I. published the entire corporations article as reported to the convention by the corporation committee and in an editorial said:

### Based on the Iowa Idea.

"The plan for a railroad commission outlined by the committee on corporations at Olympia and presented in their report which we print in full this morning is an excellent one. It is based upon the laws of Iowa and other states where the relations between the state and the railroads have been studied as a science, and where practical experience long continued has demonstrated that there is no other way to deal with problems which are constantly arising. It has been found impossible to devise any general rules for the government of railroads that will secure restraint in those particular cases where restraint is most needed, hence, the absolute necessity for a court or commission with ample powers to be constantly in session, ready at all times to deal with emergencies as they arise. \* \* \* The people of Washington territory need not be reminded how important a thing it is to secure the right commissioners. The Northern Pacific railroad may be expected to spare no effort to control this body, and it will be necessary to keep a close watch to see that it does not succeed. While there is, of course, some danger in the situation, we have faith in the people of the state that the state will be able to secure good men since in this, as in every other community, the honest men are always in the majority."

Again in an editorial published Monday, August 5, while the question was under discussion in the convention at Olympia, the P.-I. said:

### Motives Not Clear.

"It is difficult to understand the motive of the protest urged in the convention at Olympia against Kinneer's proposition for a railroad commission. \* \* \* Every state which has attained anything like a success in the regulation of railroads now employs a commission as the immediate means of applying and exercising its own eminent domain. There is no other practicable way. \* \* \* The railroad commission has come to be recognized in the United States as a necessary feature of any state government which attempts to exercise its rights in the general control of railroads.

"The constitution ought directly to assert the right of the state to general control of railroads and to provide for a railroad commission as a feature of the state government, and further to define the right of such commission to full information from railroad companies concerning their business. \* \* \* The railroads, which always like the freest possible rein, would, of course, fight the proposition for a commission before the legislature, just as they are now fighting it before the convention, with much better chances of success in the former case."

At the time he penned the foregoing sentences Mr. Holman does not appear to have had a clear conception of the fact that the motive of those who were protesting at Olympia against the railroad commission provision consisted principally of the inspiration of the salaried railroad lobby which was assembled there in force to oppose the measure. He came to have a clearer conception of this fact within a day or two later, and his editorial expressions indicate that he fully comprehended that the reason the commission clause was defeated was because it was fought by the railroads at close hand and with

methods and weapons which if known by the people of the state would not have met with their approval. In an editorial of August 7, the P.-I. said:

### Railroad Lobby Fought It.

"It is important that the constitutional convention should provide for a railroad commission as a fixed and permanent feature of the state government for several reasons. First, because the principle of the thing is right. No other way has been found for dealing at once promptly and equitably with railroads and for securing the public in its rights. This principle had been adopted by the national government in the Interstate Commerce Commission, and by a large number of states. \* \* \* The second reason for the provision for a railroad commission in the state constitution is found in the importance of settling a question once for all, which, if not thus settled, is certain to prove a disturbing and corrupting element in our state politics. \* \* \* If the whole question is left open to legislation, any effort to establish a commission will be fought by the corporations, and it may be a long time, and not till after abuses have become flagrant, that the thing can be accomplished. If anybody doubts this statement he has but to see how earnestly the pending proposition to fix the principle in the constitution has been fought by the railroad interests at Olympia."

In view of the history of the recent state convention at Olympia these words have an almost prophetic ring. Certain it is that the proposition to establish a railroad commission has been fought by the railroad interests with all the vigor, energy and resource at their command, and certain it is that it has not been accomplished although abuses have already become flagrant. Certain it is that the failure of the constitutional convention to fix the principle once for all in the constitutional convention has proven a disturbing and corrupting element in our politics.

### No Excuse for Dereliction.

In another editorial published Aug. 8, the P.-I. declared that for the convention to fail to establish this principle in the constitution would be for it to fail where there was no excuse for dereliction. To quote:

"If the constitutional convention adjourns without providing in a proper way for the creation of a railroad commission it will fail in an important duty to the state. It will fail where there is no excuse for dereliction to set up between the railroads and the people a means which will certainly be needed for the protection of the public interest in the future."

These arguments of the Post-Intelligencer, like the arguments on the subject advanced by Judge Turner on the floor of the convention, show a comprehensive grasp of the importance of the measure under consideration, and they are as good reading now, that the proposition is up again, as they were at the time they were written and published.

### Predicted Political Corruption.

But the constitutional convention failed in this "important duty." It was pointed out by Judge Turner on the floor of the convention the first time it came up for consideration, 39 members voted for it. But the town of Olympia was flooded with railroad lobbyists of high and low degree and when the provision came up again for consideration the railroad commission forces could only muster 28 votes, and later their strength fell to 26. This failure of the convention to establish the commission principle in the constitution and settle the matter once for all was pointed out in the Post-Intelligencer later as one of the three fatal defects of the work of the convention. After the convention adjourned, in an editorial published Aug. 28 the P.-I. said:

"The mistakes of the convention, we believe, lies chiefly in its failure to define the policy of the state in the matter of its vast tideland property, in its provision practically confiscating the landed property of aliens, and in its failure to establish a practical plan for the control of railroads. \* \* \* The fair, relative to railroads, will be a fruitful source of business damage and political corruption."

This is exactly what this third shortcoming of the convention has been proven by years of experience, "a fruitful source of business damage and political corruption."

### How the P.-I. Has Fallen.

The quotations from the Post-Intelligencer here cited are taken from the files of the paper published at a time when it had some basis for its claim to be a newspaper, and before it had fallen from that high estate to the commonplace level of a personal organ for use in promoting the candidacy of its owner for election to the United States senate. The extent of this fall is indicated by a comparison of these strong, truthful, sincere utterances with this utterance on the same subject from the editorial columns of the

paper Feb. 14, 1903:

"We are not among those who believe that a commission would correct the evils complained of or others that may exist and that are not yet complained of. \* \* \* They are made a convenient means of evading responsibility which the people impose on their law makers, and of deceiving the people by seeming to do what is really not done." JOE SMITH.

### Political Situation in Yakima County.

The Yakima correspondent of the Tacoma News, under date of Oct. 13, makes the following report to his paper regarding the political situation in this county. The correspondent, we might add in passing, is himself a Republican and so it is not likely that he aimed to give the Democrats any the best of it.

NORTH YAKIMA, Wash., Oct. 13.—A singular political apathy exists in Yakima county. Attempts have been made to hold rallies, but they have failed. The spellbinders have addressed empty benches. The harvests have required the attention of all the farmers and the dealers and Yakima valley is populated, for the most part, by these two classes.

This county is normally republican and it will not prove abnormal this year. The national ticket will carry by at least a 1200 majority.

There will be a different story to tell about the state ticket. On the surface the republicans are making no fight against Mead, but the feeling against the Tacoma convention is strong. Of late, too, the whole valley has felt the dominating hand of a railroad. Cars to move produce have not been available, and thousands of dollars have been lost. Protests and petitions have brought no relief. The city has learned the disadvantages of being a non-competitive point. But the city, oddly enough, fails to discern the justice in the treatment accorded it by its railroad. If a railroad commission is the remedy for this sort of thing, the residents of the Yakima valley are inclined to vote for the democratic nominee, who has promised, if elected, to see to it that the legislature enact such a measure.

Despite the apparent apathy and pre-election boasts, Yakima county is not safely republican. It belongs in the doubtful column, and there are many who insist that it will give a majority to Turner.

### Long Cooking.

Of fresh foods the elephant's foot needs cooking the longest time, as it does not require its proper tenderness and succulence till it has been baked for about thirty-six hours. Next comes tripe, which requires from ten to fifteen hours of boiling before it becomes thoroughly digestible. Next come hams of good size, which require from six to seven hours. Of roast meats, a haunch of venison takes longer than any other joint—about three and a half hours. Of puddings, the Christmas pudding comes easily first, as it is boiled over and over again. Sometimes it is kept for months or years and undergoes several boilings. The average time is from six to eight hours. The vegetable which takes the longest time to cook is the onion.—London Mail.

### Huxley on Darwin's Degree.

Huxley did not love degrees, but he had to have one. Anticipating the donning of the red gown he informed his friends that after the ceremony he would have to be treated as a person of respectability. "I have done my best to avoid that misfortune," said he, "but it's of no use." It was Oxford that paid him the compliment, as it had done to Darwin two years earlier. When Darwin was given the degree Huxley let him have no false idea as to the honor bestowed. "Canon Pusey," he declared, "has been making inquiry as to who are the blackest heretics on the list proposed. He was glad to ascertain in your case in order to keep out seven devils worse."

### Near Side and Off Side.

When horses were first hitched to vehicles the driver never thought of riding himself, but walked by the side of the road as he held the lines. So as to have his right hand always ready he walked on the left side, and consequently the horse on the left side came to be known as the "near" horse, and the one on the right side was called the "off" horse. In that manner the terms "near horse" and "off horse" became general and still pertain to horses hitched as a team.

### Reluctant to Give Up.

"Lend me \$10, old man. I'm a little short."  
"That won't help you any. You'll be just as short after getting the money."  
"Nonsense, old chap! How do you make that out?"  
"Why, after giving you the \$10 I don't expect to see you any longer."—Cleveland Plain Dealer.

### He Probably Took the Hint.

Young Tutter—Miss Clara, suppose that tomorrow evening I should call again and, having nerved myself up to it, suddenly, while we were conversing, I should without a word throw my arms around your neck and deliberately kiss you, what would you do? Miss Pinkley—Oh, Mr. Tutter, don't ask me to look so far ahead.

### A Maddening Position.

The hardest thing a girl does is to refrain from asking a man a question that she knows will make him mad when she is just boiling with curiosity to know the answer.—Cincinnati Commercial Tribune.

## "Hangwell" Trousers

### Are Perfection

They fit, above all things—then

they are always made of good materials: all wool cassimeres and pure worsteds. The assortment is now complete—including all sizes from 31 waist measure to 50.

\$3.50 to \$6.00

We agree to keep "Hangwell" trousers pressed for you free of charge as long as they last.



## Saddles

Saddles of all Kinds

We have a complete line of SADDLES, in fact everything found in an up-to-date harness house. Compare our \$12.50 single harness with any other \$15.00 harness.

WYMAN & FRASER

## SMOKE Nagler's Favorite 5c cigar

Sold to the retail trade only. Not Havana Cuttings, but clear Havana Filler. Really a 10 cent CIGAR. Manufactured only by FRANK X. NAGLER No. 5, Yakima Ave.

## We do

Better work and more of it for the Money than any other

## Photographer

in the city. Give us a trial and be convinced.

J. B. Williams 113 South Second Street

## Holt & Minor

Expert Cutters and First Class Tailors

109 1/2 Yakima Avenue

## A. J. KORESKI & CO.

Dealers in

New and Second Hand Goods

No. 23 South Second Street.

All those who have premiums due from the State Fair, and all those who have had their bills O. K. by J. E. Shannon, Secretary, will please call on the treasurer at the Valley Bank receive their money. 12-2t







# HENRY H. SCHOTT CO.

Again we wish to remind you of the excellent underwear we are showing for fall and winter.

Everything we buy must be perfect in every respect.

The line of underwear we have purchased for fall is thoroughly reliable. The choicest quality for the price, the best finish and full standard measurements. Every good quality and style can be had here.

## Ladies Underwear

**25c** each. Exceptionally good quality heavy fleeced cotton, ribbed vests and pants. In gray, white and ecru, usually sold at 35c, price each 25c.

**50c** Vests and pants made of the finest quality Sea Island cotton yarn, fleece lined, Jersey ribbed, silk finished, either natural or white, price each 50c.

**75c** Half wool fleece lined ribbed vests and pants, natural gray, non-shrinking, each 75c.

**\$1.00** Heavy weight blue mixed or natural gray, fine ribbed wool vests and pants, regular or extra sizes, each \$1.00.

**\$1.25** Heavy and medium weight natural gray, Jersey ribbed, wool vests and pants each \$1.25.

**\$1.50** Extra fine quality pure wool ribbed, comes in natural white or black, very choice at each \$1.50.

**\$2.00** Finest quality pure wool vests and pants, fine Jersey rib, white or silver gray, all sizes each \$2.00.

### Union Suits

Cotton union suits, extra heavy, fleece lined, natural gray or ecru, per suit..... **50c**

Cotton mixed, natural gray, Jersey ribbed union suits, regular and extra sizes, each..... **\$1.00 and \$1.25**

Half wool union suits, medium or heavy weight, non shrinking, all sizes..... **\$1.50**

Pure wool fine ribbed union suits, medium or heavy weight, natural gray or black, each \$2.00 and..... **\$2.50**

Finest quality Jersey ribbed pure wool, medium or heavy, natural, blue mixed, white or black, all sizes each..... **\$3.50**

## Childrens Underwear

Childrens fleece lined cotton ribbed vests, pants and drawers, all sizes 10c and 25c.

Boys heavy fleeced shirts and drawers, sizes 24 to 34, each 35c.

Boys heavy ribbed wool shirts and drawers non shrinking, sizes 24 to 34, price each 50c.

Childrens fine, non shrinking, ribbed, wool vests, pants and drawers, sizes 16 to 34, price 35c to 85c.

Pure wool natural gray or camel's hair vests

pants and drawers, the finest quality to be had, price each 35c to 75c.

### Union Suits

Every wanted quality and size in Misses and Childrens union suits, cotton fleeced, part wool and all wool, prices 35c to \$1.50 suit.

Full line of childrens and misses black wool ribbed tights at each 75c.

Childrens and misses black cotton ribbed tights, all sizes, each 50c.

## TURNER IN NORTH YAKIMA

(Continued from Page 1.)

man's property escapes taxation, in whole or in part, it constitutes a fraud upon every other taxpayer. This rule of the fair, actual cash value perhaps is not lived up to literally in any county in this state, although it is lived up to, I believe, in spirit, in every county in this state.

"In the county of Spokane, the rule of valuation adopted by the assessor is to take about 70 per cent of the actual value of the property assessed and list it for taxation at that rate. A business building worth \$100,000 is assessed at \$70,000, and so on with reference to all other classes of property, and I have been told that about the same rule of valuation prevails in this city and in all the other large cities of this state. Fellow citizens, that rule prevails with reference to every class of property except one, and that is the property of great public service corporations.

"I have lived in this state and territory for twenty years, and this class of taxpayers have never borne its fair proportion of the burdens of government. Sometimes they have paid more and sometimes less, but they have never paid as much taxes as they ought to have paid, as compared with the individual taxpayers of the state. The history of the valuation of these properties is that for a long time prior to 1897 our railways were valued for taxation at \$4.825 per mile, which was about one-fourteenth part of their actual cash value.

"Upon the election of Gov. John R. Rogers, one of the best governors that this state has ever had (applause), and in my judgment as good a governor at it ever will have (applause), this valuation was raised from \$4.825 a mile to \$10,560 per mile, but still that was only about one-sixth part of the value of the railways. After the election of 1900, Gov. Rogers having been the only Democrat elected upon the state ticket, the Republican secretary of state, the state auditor and the commissioner of public lands, composing the state board of equalization, promptly reduced this valuation which had obtained during Gov. Rogers' administration down to the sum of \$6,000 per mile, and that valuation has obtained ever since until the present year, when the convention of county assessors, which met in Spokane on the 4th day of last February, fixed the value of the railways for purposes of taxation at \$7,200 per mile, which is less than one-ninth part of their actual value.

"Fellow citizens, I have yet to hear any person, either upon the stump or in the press, undertake to give any just and valid reason for this most remarkable discrimination in favor of these corporations and against the ordinary taxpayer of the state. Do these railways earn their property any more hardly than you and I earn our property? Do they enjoy them any less? Do they receive any less protection for them at the hands of the state government? And if not, I ask you there is who is not in the pay of these corporations or who does not expect political preferments and that can undertake to defend a system of taxation so remarkable, so unjust, so monstrous and iniquitous as this which I have now brought to your attention? (Applause.)

"Fellow citizens, I say that our railways, instead of being only \$5,200 per mile, are worth \$55,000 per mile, and for making this statement I have been taken to task by the esteemed Post-Intelligencer, and its other newspaper echoes, as a monstrous demagogue, and as a man who was endeavoring to stir up strife between the people and the railroads, but I want to say to you that if I am a demagogue in making this statement I pride myself on remarkably good company, because I find myself in the company of the supreme court of the United States (applause), and when that great tribunal has spoken, controversy ceases upon the part of every good citizen in this country.

"Now, let us take the Northern Pacific railroad as an illustration. That great railway has a bonded indebtedness of \$32,190 per mile. Well, manifestly it is worth that much money per mile, or it could not borrow that much money per mile upon its railway, and I want to say that its bonds are above par in the markets of the world today. It has, on top of its bonded indebtedness, a stock issue of \$28,000 per mile, and I say on the authority of the supreme court of the United States that the market value of its stock issue, added to its bonded indebtedness, is the value of that railroad for purposes of taxation.

"The identical question came before the supreme court of the United States in the street railway tax cases, reported in the ninety-second volume of the reports of the supreme court of the United States. The legislature of Illinois had other decisions to direct its tax officials to value the railways in that state for taxation upon the basis that I have indicated, and the railways fought the tax through the several courts, up to the doors of the supreme court of the United States, and that state tried to annul, speaking through Mr. Justice Miller, one of the greatest judges of the court, pronounced their

method of valuation as fair, just and equitable and their tribunal would not undertake to disturb."

Senator Turner made many other telling points in his speech which repeatedly brought forth applause from the audience.

## HOTEL YAKIMA

Only First Class  
House in the City

Guests Shown  
Every Courtesy

Mrs. N. S. Johnson  
Prop.

Corner Yakima Ave., & 3rd Street.

## Millinery



## Burnt Leather Work

Choice Selection of FALL and WINTER HATS

Mrs. G. W. CARY  
8 N. 2nd St.

## Just Now Its Matted Pictures

Tomorrow some one of the other large lots of nice, natty, new things.

## Keene's

are buying, fact is they are buying like Drunken Sailors. Their lines are complete. If its made of Gold or paper Keene's have it.

## New Pacific Hotel

Yakima's  
Popular  
Medium  
Priced  
House

South First St. North Yakima

## The Thompson Music Co.

We carry everything in music. The Chickering, Hobart M. Cable, Kimball, Pease and D. S. Johnston Co. Pianos. Full line of Kimball Organs. Full line of supplies for all Stringed Instruments.

15 North Second Street

## YAKIMA NATIONAL BANK

NORTH YAKIMA, WASH.

George Donald..... President  
L. L. Thorp..... Vice President  
J. D. Cornett..... Cashier  
Frank Bartholot..... Asst. Cashier

Capital.....\$50,000  
Surplus.....\$75,000

Transacts a general banking business. Foreign and Domestic Exchange. We solicit correspondence.

## TIME CARD OF TRAINS NORTH YAKIMA.

\*Daily +Daily except Sunday.

WESTBOUND ARRIVE. DEPART  
No. 1—North Coast Limited via Seattle.....\*2:27 p m | \*2:27 p m  
No. 3—Portland and South (via Olympia)\*6:45 a m | \*6:45 a m  
No. 5—Portland.....1:25 p m | \*1:25 a m  
No. 57—Local freight.....\*2:25 p m | \*2:00 p m

EASTBOUND  
No. 2—North Coast Limited.....\*5:00 a m | \*5:00 a m  
No. 4—St. Paul and east\*2:50 p m | \*2:50 p m  
No. 6—St. Louis, east\*11:17 p m | \*11:17 p m  
No. 58—Local freight.....\*4:45 a m | \*11:35 a m

Get Permit at Ticket Office for Trains 57 and 58.

## VESTIBULED TRAINS—DINING CARS

PULLMAN FIRST-CLASS  
TOURIST SLEEPING CARS

M. S. MEEKS, Agt. | A. D. Charlton, A North Yakima, Wn. | G.P.A., Portland

## The Alfalfa

THOMAS LUND, Prop.

Wines, Liquors and Cigars.

Finest Sample Room in Central Washington.

Sole agents for Seattle Brewing and Malt Co., "RAINIER BEER"

Corner Yakima Ave., and Front Street. OPPOSITE DEPOT. Phone 131.

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Wholesale

## Fruit and Produce

Hay, Potatoes and Apples a specialty.

## Fruit Growers Supplies

Boxes, Baskets, Nails, Duplex Paper, Picking Ladders, etc.

Warehouse on N. P. Track

Opposite N. P. Depot

## Yakima Bakery & Confectionery

BREAD, PIES AND CAKES

Candies at wholesale and retail. Our chocolates and bon bons made in our factory by an expert candy maker are the best. Ask for them. These candies are absolutely pure.

MEALS AT ALL HOURS

We serve regular meals and prepare short orders at any hour of the day or night.

MECHTEL & METZGER, Props.

## New Meat Market

123 N. Front St.

ALL KINDS OF FRESH

MEATS AND FISH.

BEST PRICES PAID

FOR HOGS, POULTRY

AND GAME.

W. M. DAVERN, Prop.

## Inland Commercial Company

DEALERS IN

Staple and Fancy Groceries

FRUITS A SPECIALTY

## DENVER BLOCK

WEST YAKIMA AVENUE.

## NOVELTY RUGS AND CARPETS

Rugs, Portiers, Couch Covers and Carpets.

From Old Rugs, Silk Scraps, etc.

RUG & SILK WORK A SPECIALTY

109 N. Front St.

MRS. J. R. RADFORD, Prop.

Try Swift's Premium ham, bacon and Silver leaf lard. For sale by Cary & Cary, 14 north Second St. 11-12

## LOCAL AND PERSONAL

Lady apprentice wanted at the Delle Studio.

L. O. Meigs returned Friday from a trip to Kennewick.

Dr. Hare returned yesterday from a trip to the lower part of the county.

Andrew Daveon left yesterday afternoon for Hot Springs to spend several days.

Charles McConnell went to Kennewick Friday to look after his interests down there.

The Trinity club gave its first dance for the season of 1904 last evening in Wisconsin hall.

H. H. Green and wife came up from Zillah Thursday and spent a couple of days in the city.

W. L. Bilger, the popular traveling man for the Seattle Hardware company, is in town today.

W. J. Snaughnessy of the Kennewick Daily Courier came up Friday to take in the Turner meeting.

C. D. Hays and Ed Smith of Sheldon, Iowa, were here this week visiting the family of John L. Dyas.

D. L. Thacker will leave Sunday morning to spend a week or ten days on the Sound with the hope of recuperating.

Lee Purdin, democratic candidate for state auditor, came down from Ellensburg yesterday to hear Senator Turner speak.

Street Commissioner Adams is doing some good work by filling up the mudholes in streets and alleys with cellar dirt and cinders.

Richard Strobach returned from Spokane yesterday morning, where he had been to attend the silver wedding of his sister, Mrs. Adolph Munter.

H. W. Creason, W. B. Matthews, A. G. McNeil and Harry Garrett and wife were among the Prosser people who came up to hear Judge Turner's address last evening.

Mrs. I. H. Dills and Mrs. Blanker entertained a few of their friends Tuesday afternoon at euchre. The event was in honor of Mrs. Dills' fourth wedding anniversary.

Col. Howard Hathaway of Everett, democratic candidate for congress, was present at the Turner rally Friday night and made a very strong and appealing speech on that occasion.

In the matter of the estate of Amy S. Thompson, deceased, the attorneys for the estate, Whitson & Parker, filed a petition Friday for probate. The value of the estate is about \$4000.

Martin, the 4-year-old son of Mr. and Mrs. A. H. Randler of Toppenish, died this morning. The little one will be brought here for burial Sunday, interment being in the Tahoma cemetery.

The committee on securing acreage for the beet sugar factory are preparing to get to work actively by Monday next. A series of meetings will be arranged for in different localities contiguous to this city.

FOR SALE—One \$650 McCammon piano and other furniture. Apply at 412 North First St. 17tf

## Buy Your Drugs

From

## C. C. Case

... The Druggist ...

A. L. Flint

A. J. Shaw

## Funeral Directors FLINT & SHAW

Licensed Embalmers, with Yakima Furniture Company, corner 3rd St. and Yakima Ave., opposite Hotel Yakima.

Day 'Phone 484

Night 'Phone 591.

Calls attended day or night. Lady assistant. Shipping a specialty. We have the only White Hearse in the city. Elegant Hearse Teams and Carriages.

## THE FIRST NATIONAL BANK OF NORTH YAKIMA.

W. E. Ladd, President.  
Chas. Carpenter, Vice Pres.  
W. J. Steinweg, Cashier.  
A. B. Cline, Asst. Cashier.

Directors—W. M. Ladd, Charles Carpenter, Henry B. Scudder, W. B. Dudley and W. L. Steinweg.

## A General Banking Business Done

Savings Department. Interest credited semi-annually. Foreign Exchange bought and sold.

## For Sale.

Twenty head of fine grade Jersey cows. Several are fresh, and others will come in in a short time. Will be sold on easy terms. J. M. WHEELER, 2 1/2 miles south of town R D. No. 2.

For fresh poultry, game and fish, see or ring up Kauffman, 13 W. Yakima avenue. Phone 211. 13tf

The finest clothing in North Yakima. Kuppenheimer's. Coffin Bros. 1-tf

## Wanted to Trade.

Homestead relinquishment for town lot. Address P. O. Box 339, North Yakima. 16tf

All kinds of fresh fish, Olympia and Blue Point oysters can be had now at Puget Sound Fish Market. 'Phone No. 625. 14-tf

FOR SALE—40 acres of land, cheap and on easy terms. Inquire of VESTAL SNYDER. 16-6t

FOR RENT—Rooms for housekeeping; first floor. 216 N. 3rd. 16-3t

We have just received a shipment of the celebrated Wheeler & Wilson Sewing Machines in several styles. We cordially invite the ladies of Yakima to call and inspect them. The Yakima Music Co., Union Block. 16tf

## Oh! Oh!! Oh, My!!!

An ounce of prevention is worth a pound of cure

DON'T WAIT TOO LONG

## An Awful Toothache

Also a large Dental Bill can be prevented by consulting a Dentist in time. You may consult us without charge.



Painless extraction..... 50c  
Fillings.....\$1.00 up  
Gold Crowns..... 5.00 up  
Full Set Teeth..... 8.00 up

Yakima Dental Parlors

Rooms 14 to 17, Sloan Building