

ness along their lines. Since these railroads have been such good judges of business conditions in the past, it would be unreasonable to assume that their accumulated experience of years has rendered their judgment of lesser value today.

Thus we may say that the value of scientific agriculture has received the approval of one of our greatest business and money-making organizations of the age. Farming and railroading represent two of the greatest industries of this country and it is to the interest of both to co-operate with each other. We are on the eve of a great industrial struggle in this country. Food prices are high and destined to become still higher. The farmer is not getting more than he is entitled to; in many cases he is not getting enough, considering the high price of his land. Middlemen are adding greatly to the cost of living by exacting large profits as their share for the work of distribution. Farmers and so far as possible eliminate thousands of useless middlemen. Both should give serious attention to these things. If they could agree and learn to co-operate with each other, no power railroads need to co-operate in reducing the cost of this distribution could prevail against them.

NORTHERN PACIFIC'S SHOW CAR—TRAVELING EXHIBIT OF NORTHWEST PRODUCTS.

On a tour of the Middle West and East is a carload of products of the soil collected by the Northern Pacific Railway to bring the Northwest to the doors of those who cannot go out and see it. This "bringing home" of the evidences of the fertility of that vast territory is accomplishing great results and every indication points to a great exodus of homeseekers into the Northwest this spring. This car is making one and two-day stops

at points along a route which has been mapped out to cover as wide a sweep of country as possible during the winter and spring months. Grains, grasses, fruits, vegetables and pictures vie with each other in commanding the attention and admiration of beholders. The car is the very latest style of passenger coach remodelled to adapt the space to the exhibits. Every inch is utilized and the variety of material shown is a source of wonder. No room for doubt is left as to the productivity of the states represented in the car, which include all through or into which the Northern Pacific runs, namely: Minnesota, Wisconsin, North Dakota, Montana, Idaho, Washington and Oregon.

This car is in charge of two expert men who are familiar with the agricultural conditions of the entire Northern Pacific territory. Practical lectures are given at various points in the territory traversed, by which scientific farming is explained by the experts in charge. In connection with this, explanatory literature is freely distributed.

The opening of Central Oregon by the new Oregon Trunk Railway, an affiliated line of the Northern Pacific, is attracting much attention. On March 1 this line was opened for passenger and freight service to Madras and Metolius, Oregon, 115 miles into the interior, and in the heart of a very fertile and fruitful section hitherto not reached by any railroad.



AGRICULTURAL EXHIBIT CAR—NORTHERN PACIFIC RAILWAY.