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of the public eyes are defective and

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of the defective eyes should be wearing

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From all parts of the country people come to me; some suffering with severe HEAD-ACHES, and OTHER FORMS OF EYESTRAIN, others who have not seen PROPERLY all their life, and to one and all, I render a service which it has taken 10 years of constant study and practice to

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**HOFER DEFENDS PRESIDENT KERR**

**ANSWERS BACK AT EUGENE PAPERS' CRITICISM.**

Membership of L. D. S. Church in La Grande Pointed to.

Col. E. Hofer, editor of the Salem Journal, rebukes the Eugene papers for their attacks of President Kerr of the O. A. C., the Salem editor saying in the appended from the Journal:

The Eugene papers are very abusive of some of the men in this state, who do not happen to hold just their views on certain matters. It is the height of intolerance for the press to try to discredit men like President Kerr, of the O. A. C., and Mr. Moore, editor of the Corvallis Daily Gazette-Times, because they happen to hail from Utah, or because their ancestors happened to be Mormons. The Mormons of today will average in general intelligence and morality with any denomination with which we are acquainted. Because a man's father was a Mormon does not justify the inference that he is therefore lacking in brains or common decency or any other attributes of good citizenship. The Eugene papers will blacken any man who would even suggest reforms in our institutions of higher education. What is to become of free criticism and a free press if any editor or public man who dares to open his mouth for better conditions in public affairs, for less extravagance or lower taxation, is pilloried as a public enemy and classed with malefactors? The Eugene papers are hurting their own cause every time they give way to bad temper along that line. There were some members of the Church of Latter Day Saints in the delegation that has just been visiting our city, and you could not tell them from other business men in the crowd. These men are the soul and life and financial backbone of some of the biggest enterprises in Eastern Oregon. Bishop Bramwell, who resides at La Grande, is a man who can associate with the biggest men in Portland or the national capital on perfect terms of equality, and as a gentleman and a business man is the peer of any man in the northwest. If we are Americans what is the use of being small about it, and casting odium on account of his religious or political opinions? The regents of the state agricultural college went out in the open market of the whole United States, and hunted up Prof. Kerr, and offered him the job at Corvallis, on condition that he would make good. While no one who studies higher education critically can agree with everything that is done at Corvallis, not even the critical mind, if fair, can say that President Kerr has not served the state well, and made the school at Corvallis serve the greater interests of the state and its industrial development along the broader lines of efficient citizenship. A man who has done that work faithfully cannot be harmed by calling him names. We advise the Eugene editors to get good natured, soak their tootsies in hot water, pare their claws a little and put a snaffle bit on their vocabularies.

The Texas State Federation of Labor will hold its annual convention in Palestine, beginning May 6.

**SNAKE LINE IS NOW SURVEYED**

**ENGINEERS COMPLETE WORK SAY LEWISTON REPORTS.**

Detailed History of Various Locations for O-W. Line Given.

(From Lewiston Tribune.)

The location of the O. W. R. & N. line from Homestead to Clarkston was completed Tuesday, the last party of surveyors under Engineer Watkins departing from the city for Salt Lake last evening. The work was commenced last summer at Homestead by Engineer Wingate, and early in September Engineer Watkins and party arrived in Lewiston to begin the location from the Clarkston end. Later a third party, under Engineer Martin, was added to the forces and Mr. Martin commenced work at a point a short distance above Pittsburg landing and made the location to within a few miles of Imnaha. Later he located ten miles of the line in the vicinity of the Grande Ronde.

The data collected by the engineers and from which the estimates have been computed show the average cost of the line from Homestead to Clarkston, a distance of 120 miles, will be approximately \$80,000 per mile, or in the neighborhood of \$10,000,000 for the entire line. There are stretches where the location is across productive bars where the cost of construction will be light but, in the Imnaha section and at other points along the route, where the construction work will consist of tunnels and cuts through solid rock, the cost will reach \$250,000 per mile.

In the building of this road the company will eliminate the difficult grades of the Blue mountain division and will have a line upon which the cost of maintenance will be practically nothing, with snow blockades, washouts and landslides unknown. The maximum curvature at any point is six degrees and the maximum grade is four tenths of one per cent. The cost of operation and maintenance will be so materially decreased that the saving will more than offset the interest on the investment and the question of providing a road over which the steadily increasing business to the coast can be conveniently and economically handled will be solved. In comparing the proposed road with the line now operated by the company over the Blue mountains, statement is made that three of the largest locomotives are required to take a train of twenty-five loads over the mountain division while one locomotive of the same type will handle from 60 to 80 cars from Huntington to Portland over the Snake river route.

This item of reducing the operating expense is but trivial, however, in comparison to the other important results attained in the construction of the road from Homestead to Clarkston as the new line will open a new empire rich in agricultural, horticultural, mineral and timber resources which is now non-producing because of its complete isolation. Wherever the mountains close in on the river, rich mineral properties have been developed to a point of ore shipping while large areas of bar lands will be as productive of horticultural products as any section of the river below Lewiston. On the high benches lands are vast tracts particularly suited to the growing of grains while from the Grande Ronde section alone will come a tonnage practically equal to the rich Nez Perce and Camas prairie sections.

From the time the work was first undertaken last fall, the rumor has been current in engineering circles of the Short Line that the construction work would be inaugurated this spring and the character of work demanded would suggest that the location has been made with a view of early activities. Men have been lowered over cliffs and bluffs with ropes to operate their instruments and set the stakes that will not remain in place for a period exceeding a few weeks. This character of location has retarded the progress of the survey to such an extent that for days the large engineering crews were not able to complete more than 200 feet of the line in a day.

The line is located on the Oregon and Washington side of the river and will become a part of the O-W. R. & N. system but the work has been performed by engineers from the Salt Lake office of the Oregon Short Line. In railroad circles there is a general belief that the building of the Snake river road will result in simultaneous activity in the construction of the Gilmore & Pittsburg down the Salmon river and that from the mouth of the Salmon river a joint op-

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eration arrangement will be effected, and the joint line will become a part of the Camas Prairie Railroad system. This would result in a saving in construction expense of one-half for a distance of 50 miles, much of which distance embraces the most expensive portion of the road to be built.

Members of the engineer party in the city, yesterday report an ice blockade in the Snake river above the Grande Ronde, more than a mile of the channel being filled with ice. The members of the party were compelled to abandon their camp and personal effects and make the trip on land to a point a short distance above the Grande Ronde where they were met by the gasoline launch "Flyer" of Asotin. The camp equipment is in charge of Al Stiffel, who will be brought out by the launch as soon as the river is open.

**JOINT INSTALLATION SATURDAY**

Mrs. Cora Davis, National President, and Gen. Goodbrod to Install.

There will be a public installation Saturday of the new officers of the G. A. R. and W. R. C., in Odd Fellows hall at 2 p. m. Mrs. Cora Davis, of Union, National President, accompanied by her secretary, Mrs. Jennie B. Higgins, will conduct the W. R. C. installation and General A. J. Goodbrod will install the post officers. The newly elected officials to be installed are the following:

**Relief Corps Officers**  
 Pres. Mrs. Anna Roesch, S. V. P. Mrs. Mary G. Miller, J. V. P. Mrs. I. W. Faulk, Chap. Mrs. C. M. Jones, Treas. Mrs. Rachel E. Worstell, Sec. Mrs. Susan B. Williamson, Con. Mrs. A. S. McGee, Guard, Mrs. Orva Lawrence.

**Post Officers.**  
 Com. I. W. Faulk, Sen. Vice Wm. Grider, J. Vice O. McCumber, Adj. J. W. Oliver, Chaplain, C. H. Gore, Officer of Day, George Jacobs, Officer of Guard, Mose Thompson.

All members of the Corps and of the Post are requested to meet at the hall at 11 o'clock as the veterans are giving a fine mess dinner to their ladies of the auxiliary. Usually the favors of the table are given the other way and the old boys are trying to outdo all former feeds and special pains have been taken to get the best. They have some hard tack from St. Louis and some beans from Denver. The beans are burnt a little but are all right. The bacon was found at Mt. Emily and is three years old and still pretty good. All veterans who are former camp cooks try their hand at the mess.

At 2 o'clock the general public is invited to witness the installation of officers in the I. O. O. F. hall. There will be several out of town members and guests present. Mr. and Mrs. Al. Goodbrod will come over from Union tonight.

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always give satisfaction because they always do the work. J. T. Shelnut, Bremen, Ga., says: "I have used Foley Kidney Pills with great satisfaction and found more relief from their use than from any other kidney medicine, and I've tried almost all kinds. I can cheerfully recommend them to all sufferers for kidney and bladder trouble." Foley Kidney Pills will cure any case of kidney or bladder trouble not beyond the reach of medicine. No medicine can do more. A. T. Hill.

Here is a remedy that will cure your cold. Why waste time and money experimenting when you can get a preparation that has won a world-wide reputation by its cures of this disease and can always be depended upon? It is known everywhere as Chamberlain's Cough Remedy, and is a medicine of real merit. For sale by all dealers.

When you want a reliable medicine for a cough or cold take Chamberlain's Cough Remedy. It can always be depended upon and is pleasant and safe to take. For sale by all dealers.

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Mr. Jas. McCaffery, Mgr. of the Schitz hotel, Omaha, Neb., recommends Foley's Honey and Tar Compound, because it cures in every case. "I have tried it myself and I have recommended it to many others who have since told me of its great curative power in diseases of the throat and lungs." Foley's Honey and Tar Compound is a reliable family medicine. Give it to your children, and take it yourself when you feel a cold coming on. It checks and cures colds, coughs and croup and prevents bronchitis and pneumonia. Refuse substitutes. A. T. HILL.

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