

DON'T WANT RAILROAD

CROOK COUNTY CRITICISM OF PROPOSED ENTERPRISES.

The Critic Writes Wild-Correction of Some of the Erroneous Impressions He Voices.

PRINEVILLE, Or., March 15.—(To the Editor.)—Considerable stress has been laid on the fact that the State Land Board has refused to accept the contract and estimate furnished by the Pilot Butte Development Company. Some go so far as to assert that it will greatly hinder the development of the county, in that the Columbia Southern Railroad will not build into the country. Suppose it does not build—what then? Are we as a people, dependent on that road for future existence? Would it add greatly to our present transportation facilities? That is, would it cheapen freight rates to such an extent that the farmer or stock raiser would benefit in any perceptible degree by it? At present the Columbia Southern gets a much freight as it would were it to build to Bend, but it does not get the benefit of a share in a land-grabbing graft that is seemingly on foot in that section of the county. At present that road gets a local rate from Elsie to Shaniko, and were it to build to Bend it would be under another name, in order that another local rate might prevail from Bend to Shaniko. Taking these two local rates, and another from Elsie to Portland, and the shipper would better pay the teamster from The Dalles to Prineville, and do as of yore—keep the bulk of the money in the hands of local men, who will spend it at home. Prineville doesn't care whether the Columbia Southern comes to Bend or not. Furthermore, she has a much better friend in the Corvallis & Eastern, which will give a through tariff from here to the sea.

Now, let us look into the Pilot Butte matter. The company operating in the vicinity has filed on 30,000 acres of land, under the Carey act, which, by the way, is a gigantic swindle in itself, and is asking the state to take the estimate furnished by said company as a basis upon which to compute the amount of the lien upon the land in question. This company claims that a reasonable amount of the lien should be \$10 per acre. In addition to this sum, it will charge a reasonable sum as an annual rental for the use of water from the ditch, which is as yet on paper only, which rental will be not less than \$1 per acre. Now, let me ask if there is any man of moderate means who can pay \$10 per acre, first cost, for wild land, which will have to be brought under cultivation, and then a rental of \$1 more annually, and come out even with the board at the end of a decade? Is this a move to benefit the county or to benefit a corporation? Mr. Drake claims that an enormous expense has already been incurred. If so, how many miles of ditch has been completed? Is it not a fact that the only ditch on the Deschutes is being constructed by a company of individual land-owners, who are being crowded on every side by the afore-said Pilot Butte company? Is it not a fact that the Pilot Butte people are playing the dog-in-the-manger act? The people of this county are tired of wind ditches and big talk about millions of dollars; they want to see results.

Throughout the intermountain belt of this intermountain region there are many large irrigation canals that have been completed with less than half the talk that there has been about the Pilot Butte affair, and they did not ask for a virtual grant of 30,000 acres of land as a bonus, either. They were built by business men who expected to reap a reasonable income from the sum invested. If these companies have constructed large canals without any lien on the lands covered by their ditches, why cannot the Pilot Butte people do likewise? No man of moderate means is averse to these people having a chance to make a reasonable profit on their investment, but the general public does not want to see the lands virtually retired from settlement and given into the hands of a landed aristocracy. We want this county settled with good, progressive citizens, but giving the larger part of the public domain into the hands of one or two corporations will not do it. The State Land Board is to be commended on its action in sending the State Engineer to examine into the matter and assess the costs of reclaiming the land.

CITIZEN.

The foregoing letter is of interest chiefly because it reveals a number of erroneous impressions regarding the reclamation of arid land and the extension of railroads into new regions. The writer of it appears to share the hostility to railroads that prevails to a notable extent in a grazing country, and is quite marked in sections of Crook County. This proceeds from the profit livestock-owners are able to get by use of large areas of land that do not belong to them. Settlement and cultivation of the country will deprive the stockmen of the free use of Government range, and the railroad will surely take settlers into the region it penetrates, and they will occupy the land and make it productive. The range livestock business may suffer from this movement, and the few cattle and sheep kings may find their freedom somewhat restricted; but when one cattle king goes a hundred farmers will take his place, and raise more animals than the cattle king did, hence making the soil produce abundantly of a variety of crops, and supporting many other industries. Crook County will be infinitely richer under intelligent modern development than in its present state of boundless freedom. Civilization means restraint, the guidance of natural forces to definite ends. The forest, primeval and the unbroken plain may awaken romantic interest, but they little serve the necessities or pleasures of mankind until they are invaded by the brawny arm of industry. This means that the vast expanse of open country will be occupied by people who will establish homes and set the forces of civilization at work. This process is resisted or discouraged by those who now enjoy the use of the country without any investment in the land. They would resist the progress that has made Massachusetts and New York many times more populous and rich than Oregon, though Oregon is vastly more extensive in area and enjoys greater natural advantages than those bleak Eastern commonwealths. Each of us may like to have the whole world for a playground, but we can't have it.

Of course it cannot be true that the Columbia Southern Railroad gets as much traffic now as it will get by building 100 miles farther into the interior of the state. There are vast timber resources in the region southward and westward from Prineville that would remain untouched for generations if there were to be no change in the transportation facilities. The cost of getting lumber out and machinery and provisions in is so great that the traffic will not move, it cannot move. The railroad will make rates that will cause the traffic to move. It will not make lower rates than circumstances compel, but it must do business, and if it shall charge so much that the producer, after selling his product in the world's market, is left no margin of profit, he will quit, and the railroad will be left with nothing to haul. That condition is not what railroad men strive for. It is to their interest to handle a

large volume of traffic. The science of rate-making is very largely finding out how much the traffic will bear, and then fixing the charge so that other people also may make profit. That makes business profitable for everybody, and then prosperity abounds.

The statement that present rates from Shaniko to Portland are the sums of the locals is not true. The rates from Shaniko to Portland are through rates; so, also, it is safe to say, would be the rates from Bend to Portland. It would be interesting to know on what theory the correspondent bases his statement that Prineville has a much better friend in the Corvallis & Eastern than in the Columbia Southern. The Columbia Southern proposes to build to Bend, with a branch a dozen miles long to Prineville. The Corvallis & Eastern is standing still, near the crest of the Cascade range, and its surveyed line east of the mountains does not pass within 20 miles of Prineville. And who knows what its rates would be if it were to build into Crook County? It would certainly have to haul everything over a tall mountain range. As to the enterprises for reclamation of large tracts of arid land, it may be said

this stage of action. Probably too much has been made, too, of the effect of this delay on the proposed extension of the Columbia Southern Railroad. It is not likely that construction of that line will be materially delayed by difficulties of the irrigation companies, though they do have an important bearing on the development of the country to be served by the railroad.

LAST WEEK IN APRIL.

Then Oregon Will be the Central Attraction at Charleston.

Charleston Letter to New York Commercial. The Oregon exhibit at Charleston is attracting universal attention. It has become so well advertised that many visitors hasten to the Palace of Agriculture on reaching the exposition and ask for the Oregon department at once. The space covers 12,000 square feet. The large "stick" of fir, 74 feet long, and squared 34 inches, blocks of wood 8 to 10 feet in diameter, large boards, ships' knees, beautiful doors, and many samples of finishing and furniture lumber are a drawing card for all lumbermen, to say

NOMINEES FOR MAYOR OF TACOMA



Mayor L. D. Campbell, Renominated by Republicans.



Frank B. Cole, Nominated by Democrats.

that fair progress is being made. The land is not now occupied, and it never could be without extensive works for putting water upon it—works far beyond the means of settlers to provide. So, whatever of value the land may have for settlement and cultivation will be given it by the individuals, associations or corporations that may effect its reclamation. The law recognizes the fact that the land is worthless without irrigation, and gives it to those who may provide the reclamation works. This gift or transfer is effected through the agency of the state. If the company to which the land is given puts too high a price on the land by establishing too great a lien against it, sales will be few or none at all, and the company will have its trouble for its pains. If it shall make terms that will attract settlers, the lands will be quickly taken, the company will get its investment back promptly, and it will make a reasonable profit from the annual maintenance charges. But there must be room for profit in this, as in other business enterprises, or capital will not trouble itself to reclaim the land.

The writer of the foregoing letter evidently does not know much about irrigation matters in the intermountain states. The large irrigation plans under the Carey law there are on precisely the same basis that has been established for them in Oregon. They received grants of land as have been applied for here, and the lien there has usually been higher than the estimate of the Pilot Butte Development Company, which, by the way, the state has not refused to accept. Canals have been constructed on other plans before the enactment of the Carey law, and that the real design of the Carey law is to encourage the reclamation of large tracts that are so inaccessible or so difficult of improvement that private enterprise, unaided, will not embark upon it. He must be very verdant who supposes that considerable investments in surveys and preparation of plans are not required before the work of actual ditch-digging begins in enterprises of this sort.

The State Land Board has probably

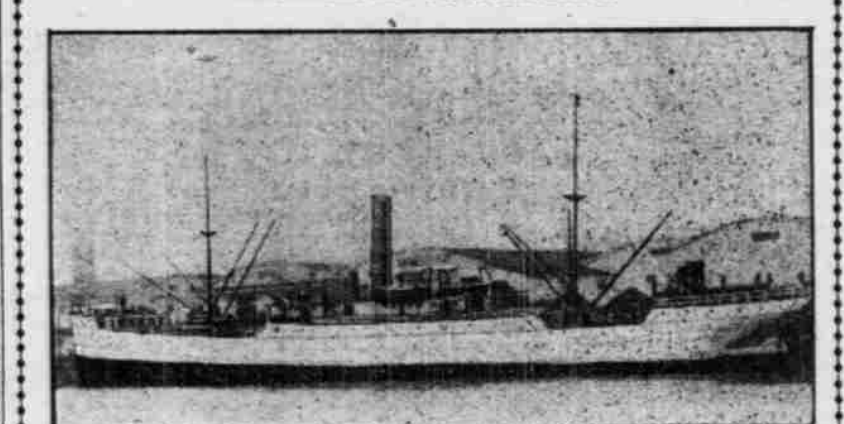
nothing of the interest to those who have never seen large trees. Colonel H. E. Doose, the superintendent, has exercised unusual taste and artistic ability in the pleasing paneling of grains and grasses on the walls. Joseph E. Reed, a prominent man from the rich gold fields of Sumpter, Or., has arrived and is giving special attention to the magnificent mineral display. Oregon's mineral display has just received some fresh specimens from mines which six months ago were unknown but are now proving immensely rich. The Southern Oregon mines are coming to the front as never before and much capital is being invested. These mines have also sent some very fine specimens of a recent find. The horticulture department is always a source of admiration. For such large and delicious fruits were never seen before at any exposition, or in such varieties. Then the big potatoes and other vegetables, wool, flax, hops, and all kinds of produce, of unexcelled quality and in such large samples, show the visitor that Oregon has not collected her display from any special samples.

The Oregon commissioners are doing good work in advertising their state through the South. They are also extensively advertising the "Lewis and Clark Centennial," to be held in Portland, Or., in 1905. This Exposition will celebrate the one hundredth anniversary of the Government expedition sent to explore the Great West. Everywhere in the Oregon department at Charleston are cards telling of this proposed Exposition and inviting the public to come to the Pacific Coast. The fact that many people are inquiring about transportation, hotels, etc., saying that they expect to visit Portland at that time, shows that the advertising is receiving here is not without profit. Many midway commissionaires are fanning to get manufacturers looking for wider markets are becoming interested and will make fine exhibits at the Portland fair.

"Oregon Day" was postponed at the Charleston Exposition until the last week in April. At that time, Albert Tostler, of Portland, who is president of the National Editorial Association, accompanied by a number of the Oregon Press Club, will be here. At that time appropriate exercises will be held in the Auditorium and a reception given at the St. John's Hotel in the evening.

The Dalles to Extend Street. THE DALLES, Or., March 18.—A city contract was today let to P. H. Flynn, of this city, for the extension of Fourth

STEAMSHIP QUITO DAMAGED BY ICE WHILE EN ROUTE FROM JAPAN TO PORTLAND



A preliminary survey of the damage to the steamship Quito, which encountered a heavy ice field on her recent voyage to this port, disclosed the fact that she has suffered considerable damage. Several of the forward plates are smashed, and it will require considerable time to make repairs. On account of this damage, the Quito will be unable to fulfill her contract with the Government, and her agents, Laidlaw & Co., have substituted the steamship Adato, due at Portland this morning. The Adato has made a number of trips to this port, and is owned by Andrew Weir & Co., who also own the Quito. The two steamers are near enough of a size to be twins, the Quito being 2133 tons net register and the Adato 2145 tons. Both are very big carriers, the Adato having taken over 51,000 barrels of flour from Portland. The Adato comes to port with a new master, Captain McIntyre having been promoted to command of the steamship Oceano. He arrived from San Francisco by rail yesterday, and will at once take charge of the mammoth freighter. Captain Shotton, who has had command of the Oceano since she was built, goes to New York to take command of a new and larger steamer of the same line.

While the Quito sustained considerable damage, and there was several feet of water in her forepeak, she turned out her cargo in fine shape, not a pound of it being damaged. She had aboard the largest shipment of rice that has been received here for many months. It amounted to 16,800 bags. She also brought 2250 bags of papermakers' clay and 4368 bags of sulphur. She finished discharging yesterday, and as soon as the preliminaries are settled the work of repairing her will be commenced.

done wisely in selecting a state engineer to pass upon the estimates of the reclamation applications. That service requires technical knowledge and judgment that is not possessed by the members of the board, and it is only fair to the public interest that they represent that they should have competent technical aid. As we understand the matter, it is not the appointment of this official that has been objected to, but the delay in reaching

street 700 feet east of its present limit. The extension will cut around the foot of a bluff, greatly reducing traffic in that section of the city.

The "law-and-order" ticket at Wallace nominated for the coming city election follows: Mayor, Frank F. Johnson; Clerk, Peter J. Holcomb; Treasurer, Louis L. Odell; Engineer, John H. Nordquist; Councilmen, Joseph H. Neff, Henry E. Howes, Fred H. Kelly and O. D. Jones.

PORTLAND'S GRANDEST MILLINERY OPENING!

WE have planned well for the fastidious dressers of this fashionable city, and our "millinery lady" informs us that in her EXPERIENCE, she has never seen any display that compares with ours in point of style, quality or price! Among the many and varied selections that we have gathered, are those from our New York buyer, secured in the world's greatest fashion centers at prices different from the usual, and as we believe in the close-profit system of doing business, you share with us in the advantages that our expert buyers hand over to us!

IT'S ELABORATE IN EVERY DETAIL

And the prices are within the jurisdiction of the most limited purse. The saving is so pronounced and the styles so distinctly different that a visit here today will prove both pleasant and profitable.

YOU'RE ALWAYS WELCOME TO LOOK

Whether your intention is to buy or compare. Efficient and cordial salespeople will be ready to wait on and show you every courtesy prevailing in this progressive age of modern merchandising.

OTHER SECTIONS OF THE STORE

Are beaming with all that is brightest and best, and special goods which arrived yesterday from our New York buyers have been placed on the center-tables for your inspection. You'll agree with us that THIS IS THE ECONOMICAL PLACE TO TRADE WHEN YOU SEE THE TREMENDOUS DIFFERENCE IN THE PRICE we ask and the quotations given you elsewhere. Kindly excuse a repetition, but please remember that you are welcome here either to look or buy!

OPENING
WEDNESDAY, THE
NINETEENTH



LOCATION
Seventh St., between Alder and Morrison

HARD-COAL MINERS MEET

MANY QUESTIONS TO BE TAKEN UP IN THE SHAMOKIN CONVENTION.

Operators Refuse to Meet Officials of the Union—Demand for Recognition of the Union.

SHAMOKIN, Pa., March 18.—The most important convention of hard-coal miners since that which resulted in the memorable strike of 1900 began here today, and is likely to remain in session until Saturday. The three anthracite coal districts, known technically as Districts 1, 2 and 3, United Mineworkers of America, are represented by over 600 delegates, the majority of whom presented their credentials. The remainder are expected tomorrow. President John Mitchell arrived from Altoona early in the day and was met by a large delegation of miners. The failure of the operators to meet the officials of the miners' union was the principal topic of the convention. Many of them are insistent in their demand for recognition of the union, but the impression prevails that if other concessions are made by the operators, the matter of recognition will be postponed to rest for the present.

Ralph M. Easley, of New York, secretary of the Civic Federation, who came here today, had a brief consultation with President Mitchell, and left shortly after. Mr. Mitchell asserted that the consultation related to the Boston freight-carriers' strike.

The convention merely organized today, and the proceedings were simply preliminary to the most important work to follow. Among the matters to be brought to the attention of the convention are the reports of President Mitchell and his assistants in their efforts to settle the difficulties with the operators, and the replies they received. The eight-hour day, recognition of the union, grievances of the firemen and many other questions of importance will be considered. It is estimated that the combined treasuries of the three districts now contain \$400,000. There are 144,000 mineworkers in the anthracite region, and 98 per cent of these are members of the United Mineworkers of America.

The Northern Pacific Strike. ST. PAUL, March 18.—The committee representing the disaffected trainmen on the Northern Pacific Railroad, that has been in session here for the past five or six days, has completed its work. The committee stated that the trouble with the Montana division of the road, it is reported, has been settled, and the usual traffic will be resumed at once.

No Important Grievances.

DENVER, March 18.—The grievance committee from the Order of Railway Conductors and the Brotherhood of Railway Trainmen have concluded their meetings with the Denver & Rio Grande officials. The employees of the road had no important grievances to present to the officers, and the meeting was without incident. A few technical matters were amicably adjusted, and there was no controversy over any of the points at issue.

The question of the length of time that freight and passenger crews should be employed without being paid for overtime was brought up and settled. The sliding scale was agreed upon regulating the pay for overtime according to the different classes of work done.

Oregon Notes.

The district convention of Christian Endeavor societies of Lane and Douglas counties will meet in Eugene March 24, 1902.

The Board of Directors of the Florence School District have decided to extend the

school term one month, making the closing of seven months of school on April 18. The Tillamook Herald expects its new press soon, which will be the only cylinder press in Tillamook County.

The Polk County Prohibitionists will hold a convention in Dallas April 5 for the purpose of placing a full county ticket in the field.

Deputy Revenue Collector D. F. Fox, of Ashland, on Monday seized a small lot of brandy at the Adam Doerner distillery, near Cleveland, for failure of Mr. Doerner to comply with the regulations in such matters. Evidently the violation of the law was unintentional.

STEWART LIFE'S TRIAL.

Name of Prominent Young Man Brought into the Case.

SAVANNAH, Ga., March 18.—In the trial of Stewart Life for the murder of Frank W. Richardson, the defense sprung a sensation today by bringing the name of George Crowley, a prominent young man and associate of Fife and Richardson, into the case. W. K. Cross, who lived a short distance from the Richardson house, was on the stand. The night of the tragedy, he said, he was standing in the public square, and saw a man pass him, going from the direction of the Richardson home. An objection was offered by the state, and the jury was sent out. Attorney Boyd, for the defense, offered to prove by the witness that he had seen George Crowley on the night of the tragedy, between the time Richardson was killed and the time the alarm was given, at the corner of the square, walking at a fast gait, with his hat pulled down and his collar turned up, panting as if he had been running; that Cross spoke to him, and that

Crowley paid no attention. The state's objection to the line of testimony was sustained. The defense also offered to present five witnesses to corroborate Cross' testimony. By Jerry Howard and others the defense also offered to prove that Crowley had said he killed Richardson, but one of Fife's lawyers explained that the statement was not made seriously by Crowley.

Row Between Soldiers.

MOBILE, Ala., March 18.—A report received here today from Fort Morgan, Ala., at the entrance to the Mobile Bay, states that a riot between soldiers and civilians occurred there Sunday night. One man is reported to have been killed and 10 or 15 wounded. There has been no communication between the barracks and this city since Sunday afternoon. The news was not learned until a private boat came in today.

The man killed was Michael Kuehn, a discharged man whose home was in Milwaukee. He was very popular with the men of the fort and there was much indignation and threats of violence against Stewart, who was arrested with a bloody knife in his hand. The fight began on a Sergeant named Finnegan, his assailants being newly enlisted men. Kuehn attempted to protect Finnegan, but presently threw up his hands and exclaimed: "My God, I am killed!" He died in a few minutes. He was found to have received a knife wound at the base of the brain. Prompt action was taken by the officers of the garrison prevented the lynching of Stewart. Kuehn's body was brought to Mobile tonight and will be shipped to his home.

Washington Notes. Aberdeen is making war on the nickel-in-the-slot machine. The Starbuck school district is now out

of debt. The last of its bonded indebtedness of \$5000 was wiped out when a warrant of \$700 was called in a few days ago. The school children of Walla Walla will have a hard time playing "hooky" from now on. The School Board of that city has appointed J. C. Crowell as trustee officer, and it shall be his duty to see that the children attend school.

A. C. Spauld, of North Yakima, and Messrs. Metts and Klemm, of Pullman, have respectively offered prizes of \$20 and \$10 to the students in the Washington Agricultural College making the best record in livestock judging in the beef classes. The contest will probably be held in May or early in June.

In the counties comprising the Spokane Land Office District there is about \$25,000 acres of surveyed Government land which has never been entered upon, and about 1,700,000 acres of unsurveyed Government land. The district is made up of Spokane, Stevens, Ferry, Lincoln and Adams counties, and a portion of Whitman.

Admiral de Mello. LISBON, March 18.—Admiral de Mello, who headed the revolt of the Brazilian Navy in 1893, is dead.

Magie. The way Salva-ces cures piles.

CASTORIA

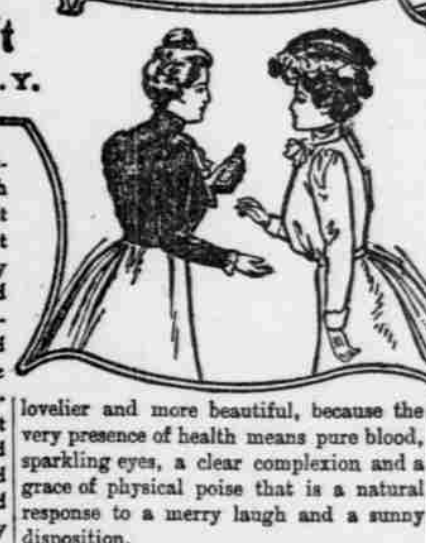
For Infants and Children. The Kind You Have Always Bought Bears the Signature of *Cast H. Plummer*

Miss Laura Tefft

172 Ellicott St., Buffalo, N. Y.

"One good turn deserves another and because Wine of Cardui restored me to health I have been glad to speak a good word for it whenever I have had an opportunity. About two years ago I suffered such pain every month from three to four days that I dreaded the time. The doctor said there was a misplacement and that the only real relief laid in an operation and advised me to have one performed. I dreaded the ordeal and speaking of it to my aunt she said, 'why don't you try Wine of Cardui?' I took it and it cured me of ulceration. Much relieved and full of hope I bought another bottle and after taking the medicine for a short time my general health improved and thirteen bottles completed the cure. It is a grand medicine for women."

MISS LAURA TEFFT'S gratitude shows how well Wine of Cardui did its work in ridding her of this terrible suffering. Her joy at finding a medicine that made her a well woman is unbounded. Wine of Cardui left her nothing to be desired in the realization of the greatest of Nature's blessings—perfect health to perform the duties and enjoy fully the privileges of life. Wine of Cardui, in giving Miss Tefft health for sickness, joy for sorrow and a light heart for the dreadful apprehension of the dangers of the operating table has made her a happy and grateful. Her eyes are brighter, cheeks rosier, her steps more sprightly and a happy smile lights up her face once clouded by suffering. With Wine of Cardui offered freely this health and youth is possible to any woman. Banishing suffering cannot fail to make any woman



lovelier and more beautiful, because the very presence of health means pure blood, sparkling eyes, a clear complexion and a grace of physical poise that is a natural response to a merry laugh and a sunny disposition.

Mrs. Donoho, of Handley Station, Texas, has had a happy experience with Wine of Cardui, of which her husband writes as follows: "I must write and thank you for what your Wine of Cardui has done for me. It has given me a beautiful, healthy, rosy-checked wife. She looks so much younger and prettier that my friends very often ask me 'Was that your wife whom you were with?' When I tell them it was they are surprised. I always tell them Wine of Cardui made the change. I expect to keep Wine of Cardui in my house always."

Wine of Cardui has been relieving woman's ills for over 75 years, and it has a record of cures that makes it supreme as a reliable remedy for menstrual disorders, bearing-down pains and all the debilitating vital drains which rob a woman of her beauty and health, then her reason and life itself. It is sad to see a charming girl deprived of her natural charms which bind her to all that is worth living for.

And this all because of the terrible lurking cancer worm of female weakness—so loathsome—yet so easily banished by Wine of Cardui as these two letters have shown. Write to The Ladies' Advisory Department, The Chattanooga Medicine Co., Chattanooga, Tenn., if you are a sufferer. Tell all your symptoms and a letter of advice will be sent you. If you want them we can send you testimonials from ladies cured by Wine of Cardui in cases similar to yours. We have over 10,000 letters on file and many will fit your case. But you can have a quicker proof of what Wine of Cardui will do for you. Go to your druggist and buy a \$1.00 bottle. Take it as directed and you will find the treatment is as easy as it has been proven to be powerful and effective by over 1,000,000 cures. The directions on the bottle to take a tablespoonful three times a day is the condition of health, beauty, happiness and the joy that Miss Tefft and Mrs. Donoho have. Why not start this simple remedy today?

WINE OF CARDUI

RELIEVES ALL "FEMALE ILLS".