

# THE PLAINEALER.

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AUGUST 19, 1897.

There is no immediate prospect of the

Coe Bay, Roseburg and Eastern Rail-

road being pushed through to connect

with the Southern Pacific at or near this

point, and the chief reason therefor,

judging from present appearances, is the

trouble and expense of obtaining the

necessary right of way. The road is now

completed and in operation from Marsh-

field to Myrtle Point, a distance of 28

miles, and there yet remains about 60

miles to be built before the road would

be completed as intended. The sur-

veyed line passes through some of the

finest farms along the coast and many of

these through whose lands the line

passes seem to think they ought to get

the full value of their farm for the few

acres required for right of way. Some of

these cases have been tried before juries

and the juries have been disposed to give

the farmer all he contended for. It

shows evidence of a disposition on the

part of the community through which

the road passes to cinch the railroad.

They have been taught by demagogues,

both platform and newspaper, that rail-

roads are the enemies of the people and

whenever they can be struck a blow it

should be done in the interest of hu-

manity and civilization. There is no

promise of large business for this road

when it is completed, else the company

would be willing to pay pretty well for

the right of way. But if the road should

pay operating and other necessary ex-

penses for some years after construction

it would do well. Railroad companies

are only aggregations of individuals, and

individuals do not ordinarily invest

their money unless there is prospect for

a return on the investment some time in

the near future. It is conceded that the

building of the road in question would

be a splendid thing for this county and

would bring the settlements along the

line in touch with civilization. Every

farm along the line will increase in

value, and every farmer, with a few

isolated exceptions could afford to give

the right of way outright. Why could

not a committee of interested citizens go

along that line and secure bonds for

deeds to right of way? If this can be

done and the deeds obtained for a rea-

sonable figure there is a fair prospect

that the road would soon be built, but as

long as the company has to fight for

every inch obtained and pay a big price

there will be no further effort made, at

least, not for the present.

A brick house must fall on some peo-

ple before they can see through a propo-

sition, and then they will crawl out from

the debris and say "never touched me."

There are people in this county who still

contend that the bond of sympathy that

was said to exist between silver and

wheat is still there, and that those who

are contending otherwise do not take

notice of the fact that the famine in

India and the shortage of the world's

supply is responsible for present condi-

tions. That is precisely the contention;

that conditions other than the price of

silver affect the price of wheat. The

immutable law of supply and demand

is what regulates prices, and the silver

question has no more to do with it than

the changes of the moon. All those who

held the "twin" idea are not so stub-

born. Hundreds of people admit that

that argument must be dropped.

The new freight rates of the Southern

Pacific from San Francisco to Oregon

points is an interstate matter and does

not come under the jurisdiction of the

State Railroad Commission. Congress

has provided an Interstate Commission

to consider just such cases. Some peo-

ple who ought to know better don't

seem to know that. Further, there has

been no rise in grain rates because of

the increase in price nor will there be.

Hon. Binger Hermann's name has

been mentioned in connection with the

republican nomination for governor next

year, and his visit home at this time was

interpreted to mean that he was here to

look after the fences, but the gentleman

himself says he has no designs on that

or any nomination. He is satisfied with

his present position.

The farmers of La Grande are in high

glow over the outlook for good prices, and

it is doubtful if anything less than a dol-

lar a bushel would satisfy a great num-

ber of them at the present time.

The announcement that Bryan is go-

ing to Europe is

at Newport.

## \$5000 PER MILE.

Assessor Britt has for some time been

meeting with the question of the assess-

ment of the railroad property in this

county. After considering the matter

carefully and viewing it from every con-

ceivable standpoint, he has finally decid-

ed that \$5000 per mile for the roadbed

and \$600 per mile for the rolling stock

would be a reasonable and just assess-

ment. Of course the lands of the com-

pany are not included therein. There

are assessed separately, and at a little

higher rate than last year. As there

are 110 miles of road between the cen-

ter of the tunnel beyond Glendale and

the divide at the head of Pass creek ca-

nyon, this will make the company as-

essment on road bed and rolling stock

\$69,000. Last year a portion of the

road was assessed at \$2000 per mile and

a portion at \$800 per mile and the av-

erage was about \$3200 per mile. Asses-

sor Britt has concluded that this should

be raised to the figures above set forth

and that as it will go to the board of

equalization. This conclusion was

reached, as before stated, after looking

on all sides of the question. One of the

methods used was to take the net earn-

ings of the road for the past three years,

make an average, compute how much

capital that would pay interest on at 8

per cent, and divide the sum by the

whole number of miles in the line in

Oregon and the result was deemed to be

a reasonable valuation per mile of road.

Some of the papers are making much

ado about the strictures of the Oregonian

on D. P. Thompson's connection with the

Portland Savings bank and are setting

forth that the editor of that paper was

connected with the management of the

Oregon National bank when it went

under. It has been conclusively shown

that H. W. Scott had no interest what-

ever in the Oregon National for more

than two years before it suspended, but

that makes no difference, his critics re-

peat the assertion of Mr. Thompson just

the same. If, however, the charge was

true, it might weaken the force of the

Oregonian's sharp criticisms, but would

not effect the facts. If it is true that

the way the Portland Savings bank was

managed brought about the wreck of the

concern, it does not excuse them because

some other man was interested in some

other bank that also suspended entail-

ing a loss to depositors. One crime does

not excuse another.

The following method is adopted for

the growing of the sugar beet. Plough

8 to 10 inches deep in December of Jan-

uary. Plant March 15th to April 1st in

rows 18 inches apart. Plant four rows

at a time with a two horse planter and

cultivate with a beet cultivator four rows

at a time, using one horse. Twelve to

fifteen pounds of seed is required per

acre, cost 12 cents per pound. One

horse and man cultivates ten acres per

day. About five cultivations will be

necessary. When the beets are two

inches high and have about four leaves,

thin them to six or eight inches apart in

the rows. It is estimated that one man

can successfully work twenty acres of

beets, hiring help during the thinning

and topping season. One man thins

from one half to three-fourths of an

acre per day. The thinning season

lasts from two to four weeks.

The name of Hon. Phil Metcaban,

state treasurer, is mentioned in connection

with the nomination for a third

term. He is also spoken of as a possi-

ble governor.-Ex.

This little equi is going the rounds.

The first sentence is a waste of breath.

The governor, secretary of state and

state treasurer can only serve two terms

in succession. The constitution is in

the way of a third term for the treasurer.

But there is considerable "Metcaban" talk

for governor.

As seen from this distance, the deci-

sion of the supreme court in the case of

Shattuck vs. Kincaid, simply means

that the secretary of state shall draw

warrants for claims against the state

that are authorized by law. That is

common sense. The secretary can

neither increase, diminish or reject

them, and why not let the warrants

issue. The secretary, however, was act-

ing under a former decision which was

his guide, holding a contrary opinion.

NEWS NOTES.

The gypsies are in Baker City.

Marshall law is declared in the Pitts-

burg district.

The rush to the Alaskan gold fields

still continues.

The value of the silver in a dollar is

now about 12 1/2 cents.

An expedition is to leave New Hamp-

shire for the Klondike.

There is trouble between the French

and Siam on the Mekong river.

All the miners in the Wheeling, W.

Va., district have joined the strike.

Grasshoppers are doing much damage

in the foothills of Utah and Morrow

counties.

Picking and packing of green fruit is

now in full blast in Lane county, and a

fine crop is reported.

A carrier pigeon brought the news

that Prof. Andree and his balloon passed

82 degrees going north.

The statement that President Chap-

man of the State University had re-

signed has been denied.

An attempt will be made to start up

the coal mines about Pittsburg in spite

of the striking miners.

Iowa republicans were in session yester-

day in state convention to nominate a

ticket and adopt a platform.

Judge David G. Swain, formerly judge

advocate general of the army, died at

Washington, D. C., Tuesday.

The Alamos Sugar Co. have this year

contracted to receive the crop of 3,500

acres of sugar beets. They expect to in-

crease next year to 10,000 acres.

The Marquis of Lorne, son-in-law of

Queen Victoria, is engaged in finishing a

four-act play of a Scottish historical

character, in which the Argyll Campbell

figure.

Dan Maloney of The Palms was shot

and mortally wounded Tuesday by a

man named Prawl. The men quarrelled

over a horse race and Maloney was the