LEGISLATION TO FORCE RAILROAD EXTENSION

Companies Should Spend Surplus, Above a Reasonable Profit, on the Building of New Lines—So Says Judge Stephen A. Lowell.

(By a Staff Correspondent.)

Marshfield, Or., Aug. 28.—"Yes, I believe that legislation can be secured under the initiative and referendum that will operate directly and compel the railroads in Oregon to spend their surplus, above a reasonable profit, on the extension of their lines."

This was the declaration of Judge Stephen A. Lowell of Pendleton, who came here to attend the Oregon and Idaho Development congress and who has been elected president of the organization. His speech asserting that the railways may be brought to the chalk mark by legislation has caused considerable comment. In further explanation of his attitude the judge said:

"It may sound radical as I state it, and Mr. Harriman might say that I am disturbing business, but the time has come when we must assert ourselves and not stand helpless while the wealth obtained from Oregon's railroads is being spent to build lines in other states or to enriching men who live in far-off states.

"My position is that our constitution can be amended so that after we have provided for interest, cared for the redemption funds that have been created, allowed for betterments of service and all proper charges and provided a reasonable return on the investment, all earnings beyond shall be turned into the state treasury and used for the building of new lines. I have not worked out the details, but I believe the people have the power in their own hands to remedy the conditions that are retarding the growth of our magnificent state, at the same time enriching the men who despoil it."

Judge Lowell has likewise taken a strong position on the subject of railroad land grants. He asserts that if the courts fail to grant relief under the suits brought by the government, the constitution of Oregon should be amended to allow the state to exercise the right of eminent domain—pay the owners their reasonable value and then sell in small tracts to actual settlers. He also suggested the imposition of taxes wherever possible to hit landlordism, and predicted that if present conditions continue the people of Oregon will adopt the single tax idea.

Figures on Land Grants.

Judge Lowell presented figures he has obtained in reference to land grants in the three counties of Wheeler, Harney and Malheur. In Wheeler the Eastern Oregon Land company holds 49,773 acres and the Butte Creek Land, Livestock & Lumber company 15,820 acres. In Harney the Pacific Livestock company owns 85,535 acres, the California & Oregon Land company 18,402, H. L. Corbett 137,011, William Hanley company 21,543, the Willamette Valley & C. M. Wagonroad company 247,756 and the American Land & Livestock company 10,320. In Malheur the W. V. & C. M. Wagonroad company has 85,236 acres, the Eastern Oregon Land company 98,840, the Pacific Livestock company 21,570 and the California Land company 87,975.

As president of the newly formed development association, Judge Lowell will push these issues to the front. His election to the chief office emphasizes the fact that the new organization is not confined to southern Oregon and Idaho, and several speakers called attention to the fact that local jealousies are to be sunk for the benefit of the state at large. Measures for the benefit of Portland were indorsed as heartily as those that would more particularly help Coos bay or other sections of the state.

The Resolutions.

The resolutions were adopted as follows:

State Retarded by Monopolies.

This congress recognizes the fact that our state as a whole is suffering from an enormous concentration of monopolies that control the entire railroad system of Oregon, that block the settlement of the state with enormous holdings of land grants, and prevent the natural development and utilization of our water powers and we further recognize in these monopolies the greatest obstacle to the rapid filling up of the unsettled portions of Oregon and particularly the southwestern, southern and eastern portions, with the tides of immigration that are coming to the Pacific coast, and we realize that our utmost endeavors must be put forward to breaking up of these monopolies and preventing the further exploitations of our commonwealth by inactive capital which bears no share of the burden of development.

Permanent Highway Policy Advocated.

Resolved, That we favor entering upon an active policy of highway construction by the cooperation of the state and the counties in the construction of a system of state highways. In addition to this a system of local highways must be constructed in each county with state aid, such highways radiating from the county seat to the undeveloped but highly productive outlying regions. To this end we recommend that county and road district taxes be levied so as to include a proper assessed valuation of the large non-resident timberland holdings and land grant lands, together with an assessment of their timber upon a stumpage basis to assist in the construction of such permanent highways through the thinly settled and undeveloped portions of our state.

Encourage Electric Roads.

This congress speaking for the people of western Oregon recommends the encouragement of electric railroads by every possible means. We recognize them as the most potent factors for substantial development and the most efficient means of bringing about the cutting up of large ranches into small fruit and dairy farms, thus enabling a large number of people to buy and own little homes, becoming self-supporting citizens and rapidly creating interurban communities with all the comforts and conveniences of cities, promoting the greatest good of the largest number. We favor taking up and organizing the enterprises already begun for the construction of electric roads from Roseburg to Coos Bay and from Eugene to Siuslaw. The people of Coos Bay extend the most hearty cooperation in the financing or construction of either of these lines. With cheap coal to produce abundant electric power, and with enormous water powers going to waste on the line of both of these roads they afford splendid opportunities for the investment of capital.

Roseburg and Coos Bay Highway.

We favor the construction of a first class permanent highway finished in macadam and planking as may be best adapted to the locality from Coos Bay to Roseburg, along the line of the original wagon road land grant as far as practicable, with special tax levies in the road districts along the line wherever they can be secured in addition to county and state aid. The standard of this road should be that it be made passable at all times of the year for modern vehicles and auto cars with a maximum speed of at least 20 miles an hour for the entire distance.

New Water Code Needed.

This congress heartily indorses the efforts of State Engineer Lewis in his campaign to secure the enactment of a more just and equitable system to preserve water rights and establish proper distribution of water in the arid regions of this state. We recognize that the title in water should be as secure as the title in land and that perpetual franchises and filings upon water powers are inimical to the development of the state. We demand further that the state acquire possession of all franchises that have lapsed or have been left unimproved and are held merely for speculative purposes. Such titles inhering in the state should be leased for power purposes and the rentals placed in the common school fund.

Develop Our Waterways.

We give our most cordial support to the policy inaugurated by the rivers and harbors congress of expending at least $50,000,000 annually by the national government in the improvement of our national waterways. We indorse the recommendation of the board of engineers that $500,000 annually be expended in deepening and dredging Coos Bay harbor and a sufficient appropriation be made by congress to complete the jetties at the mouth of Coos Bay to the end that this shall become what nature has intended, one of the great deep sea harbors of the Pacific coast. We demand similar improvement of the harbors and navigable channels on Tillamook bay, Yaquina bay, Siuslaw harbor and other ports of entry that are developing manufacturing and commerce. We believe the standing army of industry and the battalions of the dinner pail brigade are entitled to as much consideration as the army and the navy which we are taxed to support and have always given our loyal and enthusiastic devotion.

Open the Interior Waterways.

This congress wishes to go most emphatically upon record as approving the policy of liberal national appropriation for the opening of the Columbia river to the head of navigation on both branches in Idaho and Washington and maintaining a deep-water channel from Portland to the sea. The three states of Oregon, Washington and Idaho should assist in this undertaking. We believe in the earliest possible completion of the locks and canals at the falls of the Columbia and the falls of the Willamette by the cooperation of both state and national aid. These waterfalls should never be permitted to be monopolized by private corporations in any way to the detriment of free navigation as we all recognize that water competition is the only effective force to lower freight rates in the interior of our state.

Investigate the Land Grants.

Resolved, That we favor investigation by a competent commission into the history and acquisition of the railroad and wagon road land grants by which alleged military wagon roads were constructed in an early day and under which system nearly one-eighth of the unreserved area of this state is held in idleness apparently awaiting only the unearned increment, to the end that any frauds committed in acquiring those lands, or any failure to comply with the terms of the grant may be made public and laid bare and that any equities now residing in the people may be declared in a report the findings of which shall inure to the people through suitable legislation by congress or the state or by the people in their sovereign initiative capacity, in order, if possible, that such large holdings of public grants may be thrown open to settlement by bona-fide residents upon such lands, and that the evils of alien landlordism may be averted. These lands are needed for the establishment of homes and that the vast natural resources which they include may be developed, and we furthermore declare that the owners of these large holdings should bear their just share in the burdens of the counties in which they lie.

Cooperate With Capital.

This congress desires to impress on behalf of the people of western and southern Oregon a sincere desire to cooperate in every possible manner with the great financial geniuses at the head of our transcontinental railroad systems. We realize that our interests and theirs are mutual, that the hundreds of millions of capital invested in railroad property in this state are not only in the keeping of such men as E. H. Harriman and James J. Hill as trustees for our commonwealth, but that we are, to a great extent the guardians of such properties, and that we cannot injure or assail such corporations by hostile legislation or unjust taxation without harming ourselves. On the other hand, the great master minds in control of the policies and properties so completely dominating our state must realize that they are under a moral obligation to assist in the development of the state by annually devoting a fair share of their profits earned in Oregon to extending their lines therein. They are public service corporations created by the state and they are not warranted in continuing a policy of neglect of any section of this great commonwealth. This congress representing the great undeveloped areas of Oregon believes that no field of operations in the United States presents a greater promise of rich reward in constructing new lines of railroad than does Oregon and particularly Coos bay.

State-Aided Railroads.

The western Oregon development congress desires to raise the new issue, that the time has come for the people of Oregon to help themselves and proceed by every instrumentality in their possession to organize and build a trunk line across the state of Oregon east and west, terminating at Coos bay. We believe the construction of such a railroad would do more to break down the barriers of monopoly and open up the vast unsettled areas and encourage the building of a large city at the seaboard and other large cities in the interior of the state, adding hundreds of millions of wealth and half a million to our population inside of 10 years. We believe the next legislature should take steps to grant right of way for such a railroad over all state lands and pass a bill authorizing the state to condemn right of way over existing land grants held by other corporations, and that the state should build, own and operate either electric or other lines in such sections thereof as might be necessary, utilizing the splendid water powers of the state for that purpose, or guaranteeing under proper restrictions the bonds necessary to be issued to raise money for railroad construction where railroad corporations fail to do their duty to the people in building proper and necessary extensions of existing systems.

Resolved, That the navigable waterways and harbors of the state of Oregon, are an invaluable asset to the commercial interest of the nation and their speedy and proper development is necessary that the best interests of all the people may be subserved and fostered; that in view of the importance of such improvement at this time, and the necessity for general legislation in the state of Oregon whereby all property naturally tributary to such waterways and harbors may be made to bear its just proportion of the cost of improving the same, a law should be enacted at the coming session of the legislature of this state which shall provide for the organization of the territory within a reasonable distance of such navigable river, bay, estuary, lake or harbor into navigation districts and the election within each district of commissioners with power to administer the port, maritime and riparian affairs of said district, to improve said waterway, to provide necessary conveniences for shipping and to levy a tax for the payment of the cost and expenses thereof; that the governor of Oregon be requested to appoint a commission which shall, before the meeting of the legislature of the state in 1909, meet together at such time and place as the governor shall designate and draft a suitable law to provide for all the needs of the state in the respect mentioned, for submission to said legislature for enactment.

George E. Chamberlain, governor of Oregon, chairman; Stephen A. Lowell, Pendleton; William Grimes, Marshfield; Francis H. Clarks, Marshfield; B. W. Johnson, president Corvallis Commercial club; C. W. Chase, Coquille, Or., member state senate; E. Hofer, president Willamette Valley Development league, committee on resolutions.

BANK RAIDERS BITE THE DUST

Cowboys, Cashiers, Posses and Desperadoes in Mixup That Startled Cache.

(United Press Leased Wire.)

Cache, Okla., Aug. 28.—John Abernathy, United States marshal for the western district of Oklahoma, former cowboy and plainsman, who won his appointment by teaching President Roosevelt how to catch wolves with his bare hands, today engaged in a "desperate" battle here with a band of "outlaws" headed by Abernathy's boon friend and companion, "Al" Jennings of Lawton, who once helped to rob a Rock Island passenger train in daylight near Chickasha and later was sent to the penitentiary, being pardoned by President McKinley.

The noise of galloping horses, the firing of pistols and rifles and the shouts of the combatants aroused the town and caused great excitement.

Attack Bank.

At the noon hour Jennings and his bandits, well mounted and heavily armed, appeared suddenly in the town and rode rapidly to the bank, whose employes were taken by surprise and forced to turn over all the money in hand to Jennings and his men. The money was put into sacks and the robbers mounted their horses and started at top speed for their rendezvous in the Wichita mountains.

But they were not to escape the vengeance of the law while Abernathy, the wolf catcher, could rattle his spurs and head a posse armed with rifles. Abernathy had received a "tip" that bank robbers were in the neighborhood and had summoned to his aid some of the most noted "killers" in the southwest, among them being Chris Madsen, Heck Thomas, John Dossett and J. Langfit.

The robbers had scarcely left the bank when the officers arrived and began firing upon them. The battle raged in the streets for possibly 15 or 20 minutes. Heck Thomas and John Dossett fell dead in their tracks, killed by outlaw bullets. Two of the outlaws, Harry Pannill and Shorty Spencer, were shot from their horses. In the excitement Pannill crawled away and escaped. Jennings lifted the body of Spencer upon his own horse and was soon out of range of the hail of bullets.

Chased to Mountains.

The officers started in pursuit and brought the remaining outlaws to bay in a log hut near the Big Four mine. The hut was set on fire and the outlaws, forced to choose between coming out and fighting or being burned to death. They rushed from the hut and in a desperate hand-to-hand struggle all the outlaws, including Jennings, bit the dust. Abernathy, painfully wounded several days ago in attempting to seize and kill a big Lobo wolf with his hands, was unable to take part in the pursuit of the outlaws to the mountains.

Every move in this exciting prearranged border drama was photographed by moving picture men for the edification of the effete east.

BIG PACKING PLANT LOCATES AT ALBANY

(Special Dispatch to The Journal.)

Albany, Or., Aug. 28.—The largest independent meat packing plant on the Pacific coast, to cost a quarter of a million dollars, will be built in Albany, and work will commence within the next 90 days. O'Shea Bros., formerly owners of the Union Meat company in Portland, are behind the undertaking.

In conversation with one of Albany's business men Mr. O'Shea said: "We will build a large independent meat packing plant in Albany and it will cost at least $250,000. I have looked over the situation here thoroughly and am convinced that this city is the ideal point for establishing our plant. I have several sites here under contemplation which will be suitable for our plant. As a shipping point Albany is perfectly situated for our purposes."

John O'Shea is already preparing to move to Albany to reside so as to be on the ground personally during the work of construction of the plant, which will also include extensive yards and will cover approximately 25 acres.

MINING MEN FIGHT IN HOTEL LOBBY

(United Press Leased Wire.)

San Francisco, Aug. 28.—A fierce encounter with fists as weapons between January Jones and T. F. Bonnau, two mining men, in the lobby of the St. Francis hotel created great excitement last night. The fight took place while the lobby was filled with guests. Bellboys tried to separate the combatants, women screamed and for a time the quiet atmosphere of the fashionable establishment was disturbed by the wildest turmoil. The battle waged several minutes before the two men, gory and much disarrayed, were drawn apart and taken to their rooms. Neither would state the reason for the conflict.

Jones is well known throughout Nevada and Bonnau is a promoter and broker well known in New York.

Canadian Parliament.

(United Press Leased Wire.)

Vancouver, B. C., Aug. 28.—A special from Ottawa says: Assuming that the general elections had been held the first week in November, there can be no meeting of the eleventh parliamnt of Canada before January. Forty days are usually allowed for the return of writs, so that there would be no possibility of parliament meeting before Christmas, hence the new session will not open until early in the new year. It is estimated that the 1907 voters' lists, which will be used in the approaching dominion elections, contain fully 250,000 more voters than were entitled to vote in the election of 1904.

Postoffice Contract Let.

(United Press Leased Wire.)

Washington, Aug. 28.—The San Francisco Rebuilding company has been announced the lowest for the construction of the new postoffice building at Santa Rosa, Cal. The company's bids amounted to $88,289.

RAILROAD TERMINAL NOW IN OREGON

(Special Dispatch to The Journal.)

Klamath Falls, Or., Aug. 28.—The terminus of the California Northeastern railroad is now in Oregon, the terminal point being Calor, five miles north of Dorris. The latter has been the end of track all summer. Freight and passenger service will now come to Calor, with but a seven mile stage ride to water, where connection is made with boat. In a few weeks all staging will be done away with.

NOTICE—Fire Sale of the People's Stock Now at Sixth and Everett Streets

NOTICE—Fire Sale of Abington Building Stock Now at Sixth and Everett Sts.

SAVED FROM THE FIRE!

$16,432.43 Worth of CLOTHING, SHOES, HATS and FURNISHINGS

And Bought From the Fire Insurance Adjusters and Merchants for

10 TO 25% OF RETAIL VALUE

The entire remaining stock which was damaged by fire is here for immediate and peremptory sale for spot cash. This stock thrown on the market and sacrificed for what it will bring. Slaughter is no word for this sacrifice, it's a complete annihilation of prices and values. The United Merchants have contracted with me for the disposal of these goods and I am going to make this final sale short, sharp and decisive. Read the prices, the lowest ever quoted on High-Grade Merchandise.

HUNDREDS OF MEN'S SUITS

Consisting of the best known and highest standards; some few which were on the road in transit at the time of this disastrous fire. Look for the labels.

$3.85 for choice of hundreds of splendid styles of $10 Suits.

$4.85 for choice of big lot, all colors and styles; Peoples' Store price $15.

$6.85 for tailor-made extra fine latest style, Suits and Top Coats; Peoples' Store price $20.

$8.65—Big lot, several hundred finest imported goods, full hand-tailored; worth and sold at the Peoples' Store for $25. Look for the labels.

$10.75—Kaufman & Ederheimer, Stein's finest fall and medium weight Suits; Peoples' Store price $30. Look for the labels.

$17.65—The best that's made, the latest and most fashionable goods that the world offers; Peoples' Store sold them at $35. Look for the labels.

100 ODD VESTS AND COATS

50¢ for choice of up to $5 Vests.

$2.50 for choice of up to $15 Coats.

500 CRAVENETTES AND TOP COATS

Peoples' Store $15 Top Coats and Cravenettes, choice **$4.85**

Peoples' Store $20 Top Coats and Cravenettes, choice **$6.85**

Peoples' Store $25 Top Coats and Cravenettes, choice **$8.65**

MEN'S SHOES—3,000 PAIRS

The entire stock from big Abington building fire; not a pair damaged by fire, only smoke and water damaged.

$1.85 for patent, velour and vici $4 Shoes and Oxfords.

$2.35 for all kinds $4 to $5 Shoes.

$2.65 and **$2.85** for choice of American Gentlemen $5 Shoes; the Peoples' carried only the best of merchandise. Look for the label in every shoe.

MEN'S OVERALLS

45¢ for water damaged 85c Overalls.

55¢ for water damaged $1 Overalls.

CAPS FROM THE PEOPLES' STORE

Two Big Lots

5¢ for 25c grades.

20¢ for 50c grades.

HATS

John B. Stetson and Fullworth and others of highest standard and best known brands; all of best and newest styles.

$1.00 for choice of big lot worth up to $3.

$1.35 for choice of big lot worth up to $3.50.

$1.85—Stetson and Fullworth soft and stiff Hats; best up to $5 values.

2,000 PAIRS ODD PANTS

The most extensive and highest grade lot of Pants ever sold on bona fide fire sale in America; sizes to fit everybody.

$1.45 Hundreds of pairs, best up to $3.50 Pants.

$1.85—Big assortment up to $4.50 values.

$2.35—All styles tailor-made up to $6 Pants.

$2.85—Best and most styles of up to $7.50 Pants.

$3.35—Choice of the best in the land to $10 Pants.

SUSPENDERS

10¢ for best 25c grades.

20¢ for best 50c grades.

25¢ for President and other to 75c grades.

HANDKERCHIEFS

4 FOR **10¢** for best 10c Handkerchiefs.

4 FOR **25¢** for best 15c Handkerchiefs.

10¢ each for best 25c Handkerchiefs.

UNDERWEAR

12½¢—All weights, men's water damaged to 50c Underwear.

29¢—Slightly wet, worth to 75c.

39¢—All kinds cotton or wool, $1 values.

95¢—Best $2 all-wool Underwear, all colors.

SOCKS

5¢ for regular 10c Sox.

4 PAIRS FOR **25¢**—Best black and tan 15c Sox.

3 PAIRS FOR **25¢**—Best 20c Sox, all kinds.

10¢ a pair straight for **25¢** Sox.

SHIRTS

Entire remaining Peoples' Store stock.

75c slightly soiled by water Shirts, choice **10¢**

$1, perfect condition .... **48¢**

$1.50, perfect condition .... **69¢**

20 Salespeople Wanted — Apply at Once

Retail trade will please come in the morning, if possible, as you know a sale at the United Merchants' Store always means a jam. Wholesale trade will not be waited on after 9 a. m. No telephone orders taken during this sale. Store will be open every evening till 8; Saturday evening till 10.30 o'clock.

The UNITED MERCHANTS FIRE SALE

Sixth and Everett Sts. LOOK FOR THE SIGNS—Be Sure You Get in the Right Store, Entrance on Everett St. **Sixth and Everett Sts.**

LAWSON SAYS:

"Buy 100 shares of something selling at $2.00 per share to make 100 points profit instead of buying 100 shares of anything at $100 per share to make 2 points profit. The greatest fortunes in the world have ALL been laid on this foundation."

THE ONTARIO CO-OPERATIVE GAS & OIL CO.

ARE OFFERING YOU AN OPPORTUNITY TO MAKE

$100 FOR EVERY $1.00 INVESTED

This company has leases on 15,000 acres of Oil land which is THREE TIMES the amount of any other company in this field. The heaviest drilling machinery in the northwest will be installed in 30 days, when the price of stock will be advanced to 15 cents per share. We expect to complete the first well in 90 days, when this stock should be worth $1.00 per share or more.

We believe we have the LARGEST OIL FIELD IN THE UNITED STATES. People in Ontario, Or., all believe it and have subscribed thousands of dollars to this company. WIRE the banks, the mayor, the postmaster, or any of the leading business men there, who will confirm this statement. If you do you will buy this stock at once. This company is not a stock jobbing proposition, no one has a share of stock that he did not pay for. No officer draws $1.00 of salary. Every Dollar received by this company from sale of stock will be used for boring purposes.

NOW STOP AND CONSIDER

That we already have over 60 water wells producing petroleum gas, that oil has been found in two shallow wells, that we have one of the largest blue shale beds in the U. S. in which the California oil is found, and that all experts report that we unquestionably have oil.

DON'T WAIT UNTIL THIS STOCK IS WORTH SEVERAL DOLLARS PER SHARE, BUY NOW AT 7½¢.

The Secretary will be here to issue this stock until Saturday Night, only. Office open evenings between 7 and 8 P. M.

W. H. DOLITTLE, Sec'y

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CARTER'S LITTLE LIVER PILLS.

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They regulate the Bowels. Purely Vegetable.

SMALL PILL. SMALL DOSE. SMALL PRICE.

CARTER'S LITTLE LIVER PILLS. Genuine Must Bear Fac-Simile Signature Brent Good

REFUSE SUBSTITUTES.

TO-NIGHT

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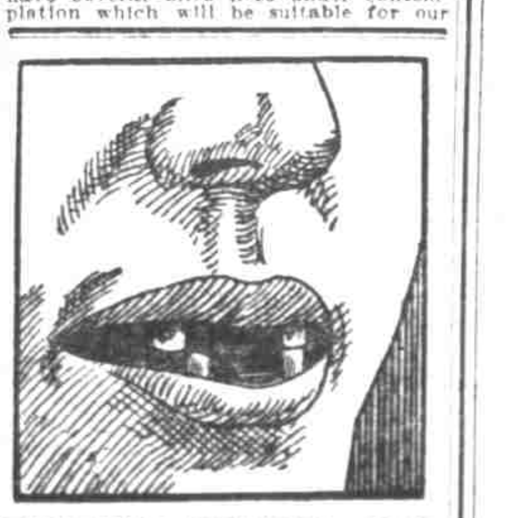

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OUT OF TOWN PEOPLE

We can do your entire Crown, Bridge and Plate Work in a day if necessary. **Positively Painless Extracting Free** when plates or bridges are ordered. **Sensitive teeth and roots removed without the least pain.** Ten chairs. Only the most scientific and careful work.

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