

NEW INVENTION IS GIVEN TESTS

A North Powder Resident Demonstrates Possibilities of Water Device.



M. R. Shourds of North Powder.

(Special Dispatch to The Journal.) North Powder, Or., Jan. 23.—With a working model three feet high and of a gallon tank capacity, Milo R. Shourds of North Powder is demonstrating to the city council a newly patented water elevator, to raise and distribute water by means of pneumatic pressure from the bottom of wells, or other sources of water supply.

PLAN TO FOLLOW IN FOOTSTEPS OF JESUS

(Special Dispatch to The Journal.) Walla Walla, Wash., Jan. 23.—"To live like Jesus," a number of Christian people of this city are planning a society which will include everyone who wishes to try the experiment. No definite length of time for the trial is announced, and the length of the association's life will depend upon its success.

Eye glasses, \$1 at Metzger's.

HOW LONG, O LORD, HOW LONG!

If Driven Too Far by the Railway Magnates the People Will Take Care of Themselves in Transportation Matters

By C. E. S. Wood. Mr. Harriman has \$1,000,000 for the Tacoma tunnel in a territory well equipped with railroads. This is to fight Hill. He has ordered the engineering department of the Union Pacific (according to a dispatch from Denver) to parallel the grade southward at any expense and a force of 1000 men is being organized. This is to fight Mr. Hill.

According to the testimony of Victor Morawetz Mr. Harriman had untold millions which he kept in the Santa Fe out of San Francisco and it ended in giving Mr. Harriman and his Standard Oil friends Mr. Rodgers, William Rockefeller and Kuehn, Jacob & Co. (Jacob Schiff), representation in the board.

Mr. Harriman, it will be seen does not lack for money or credit to obstruct a rival and prevent a territory from securing additional highway, but he does lack the money to develop a territory which he thinks he holds in his monopoly. Mr. Harriman's view, doubtless sincere, is that he is under no obligation to develop a territory. This might entail small profits or a loss for a year or two, but that when the territory is developed without him by the railroad, he would be left with a ready-made competitor—all the traffic will be, he believes, diverted to the railroads.

Eastern Washington is an object lesson of the some country as Eastern Oregon (only with less valley and plateau land in it) treated with railroads. The railroads developed the country, not the country the railroads. In consequence of the railroad development of eastern Washington, historic cities have arisen and all in turn contribute to the greatness of the Sound ports.

Portland has an empire back of her, but it is a silent and a desert empire today, while we wait in that helplessness begotten of long dependence on the railroads.

What can Mr. Harriman do that the citizens of Oregon can not do? He would build roads developing eastern Oregon, either out of the pocket earnings of every year he takes from the people of Oregon or as he more likely he would sell bonds in Washington, California, New York or New Jersey.

There is a good deal of nonsense talked about state bonds for railroad purposes. It is the indiscriminate, unreasoning fear of the burnt child who dreads the fire that has caused the municipalities were in the early railroad era milked and bilked by grafting schemers and grafting legislators and councilors and it is true, after paying the graft of railroads often squirmed out of their obligations. This loose attitude, ignorant of the correct status of affairs which simply gave a bonus to a railroad enough to build it and left the railroad as a private despot, led to the restriction against railroads which exists in our constitution and which would have to be repealed as a preliminary step to any railroad constitutional obstruction and the campaign his corporations could make against its repeal that Mr. Harriman relies. But it is not proposed to aid a private railroad and leave it with the swag in its pocket dictator to the people. That is what has happened in the Oregon movement. It took the form of aid to a private enterprise it should be subject to constitutional provision be required to have as a condition that the railroad should be subject to the control of the state, and if ever taken over by the state that the aid granted should be deducted from the purchase price to be paid by the state.

But the actual plan here suggested is not that the state aid, but that the state

build its own road, and lease it for operation on such rental and conditions as the state may dictate, in terms not exceeding 20 years in any one term. If there be any other activity in the state ought to engage in it is highways and the railway is today the only highway of the state. It is an artery—a vital artery. Till it comes the rich lands of Eastern Oregon, irrigable and non-irrigable, must be left to the state and its successors. If we must pay taxes for county roads and for needed waterways, but must not pay taxes for those necessary highways—railroads—without which waterways and county roads are but half effective. No, not one-tenth effective.

It might be said that the state would have to lease to Mr. Harriman the road itself. Not at all. Mr. Harriman has rivals, several of them, who would be glad to lease this road, and the state could lease it to the lowest bidder. The state would not be bound to lease the road to Mr. Harriman. The state would not be bound to lease the road to Mr. Harriman. The state would not be bound to lease the road to Mr. Harriman.

These suggestions will at least show that the people of Oregon have no need of their sitting at the feet of Mr. Harriman as if he were an idol and helplessly waiting for him to cry out pitifully, "How long, O Lord, how long!"

Does the interest of Mr. Harriman or any other railroad king lie more in the state or in the territory? The strenuous opposition of Mr. Harriman to every invasion of his personal private domain, whether it be California or Oregon, speaks louder than words.

Here we have a conflict of interests—the state wishes more roads, Mr. Harriman does not. Mr. Harriman, moreover, does not wish the perpetual conflict of interest, which will always continue between the private exploitation of a state by private interests and the demands of the state in the public interest, suggest that the real party to control the railroad situation is the party whose interests lie with railroad development. The state, therefore, we believe, ever the foolish blunders of our inexperienced or corrupt predecessors should not defer the raising of large sums of money, which find their way into the pockets of Wall street, or the state after they have retired the bonds if Oregon owned her railroads, (all of the railroads) as the state develops, pay all expenses.

But I have no idea anything will be done. The people of Oregon, like those of other states, are all in line, all confidence in themselves. They believe the raising of large sums of money, which find their way into the pockets of Wall street, or the state after they have retired the bonds if Oregon owned her railroads, (all of the railroads) as the state develops, pay all expenses.

WORK IS PROGRESSING FOR GREATER WHITMAN

(Special Dispatch to The Journal.) Walla Walla, Wash., Jan. 23.—President S. B. L. Penrose and Dean A. W. Hendrick of Whitman college leave tonight for Seattle from where they go to Portland, in the interest of the greater Whitman movement. They have returned from a six months' visit to Spokane, where they were on the same errand and are much pleased with the success of the movement.

J. D. Nelson of Wallace has arrived in the city and in charge of the fund for the greater Whitman and is raising money in 100 subscriptions. He is an M. A. of Whitman. The work in the cities on the Sound is understood to consist of subscriptions to swell the fund for the enlargement of the college. The plan was originally to raise \$200,000 in Walla Walla, \$100,000 more in the northwest and \$100,000 in the east. Walla Walla came through with her allotment and it is understood that other places are helping the movement liberally.

COLUMBIA RIVER ROAD WILL BE IMPROVED

(Special Dispatch to The Journal.) Huson, Wash., Jan. 23.—Klickitat county's shares of the state aid roads appropriation law passed at the 1907 legislative session amounted to \$1,143.48. This appropriation was made subject to the conditions imposed by law, the essential part of which was that the county prior to September 1, 1908, should make an equal appropriation, which this county did by making a highway fund levy collectable during the year 1908.

ADVERTISEMENTS A Project Involving 5000 Acres in the Yakima Country.

(Special Dispatch to The Journal.) North Yakima, Wash., Jan. 23.—The fact that the government reclamation service will not recognize the right of Clark O'Bryan to take water from the Yakima river, ties up a project to reclaim 5000 acres of land just north of this city, and will prevent turning water on 1000 acres of the tract which have been purchased and made ready for cultivation this coming season. O'Bryan has already spent about \$80,000 on this project, and is ready to spend about \$200,000 more. Now unless he can reach some understanding with the service within the next few days, the project will be abandoned, for the time being at least. He has sold about \$200,000 worth of the land, mostly to working people. They have been waiting for O'Bryan and plans on getting their orchards started this year. About 1900 acres have been cleared and made ready for cultivation.

O'Bryan succeeded to the alleged rights of Charles Bryant in the Yakima river. Bryant began work on an irrigation scheme there about four years ago. He had made his filing before the water rights were settled for the Tieton project. He fell down in some way on the undertaking and for a time ceased to work. It is claimed, O'Bryan came along and took over the project. He had no account was taken of the Bryant rights or claim. The reclamation service has been looking into the matter and has not yet decided. O'Bryan had not exercised "due diligence" in getting the water on his lands. O'Bryan has made three propositions to the reclamation service, he says. By either one of them, he says, the project might be completed without delay. He has offered to buy all the water needed for his lands from the government at any price the reclamation service might agree upon as a fair one, taking and paying for it on the assumption of the government that he has no rights whatever in the river. He has proposed to go into the mountains and store water at his own expense on condition that the reclamation service shall not interfere with him while doing so. As a third proposition he has offered to sell his ditch system to the government at what it cost him without any conditions except that the government put water on the land which he has agreed to do for the purchasers.

FORBIDS KISSING ON THE STAGE TO PLEASE HIS WIFE (Heart News by Longest Leased Wire.) Meiningen, Saxony, Jan. 23.—The Duke of Saxe, who is also manager of his great court theatre, lately issued an order forbidding kissing on the stage. It is claimed that Duke George's morganatic wife, the former actress Helene Franz, being jealous of the young performers, caused his highness to make the order.

The leading man of the play-house boasted that he would disobey the order at the first opportunity. It came, as he thought, during a recent performance of "Romeo and Juliet," when the heroine of Shakespeare's great play lies on her bier. According to the court theatre's regulations, the stage was darkened, and Romeo decided to steal his kiss.

But as he bent over the lovely Juliet to touch her lips with his, he felt a stinging pain in his nose. It appears that the court attendant got wind of the kiss and ordered Juliet to hold her breath with a pin with the point upward.

Miss Ella Dorgan. (Special Dispatch to The Journal.) Albany, Or., Jan. 23.—Miss Ella Dorgan, 70 years of age, died Tuesday afternoon at the home of her brother, near here. She was born in Canada and came here several years ago.

R. Veal. (Special Dispatch to The Journal.) Albany, Or., Jan. 23.—R. Veal, 68 years of age, one of Albany's best citizens, died last night. He was born in Pennsylvania. After residing in Kansas for a number of years he came to Oregon, in 1884, establishing a chair factory at Stanton. In 1888 he moved

Death Roll of the Northwest Captain H. C. McQuillan. (United Press Leased Wire.) Seattle, Wash., Jan. 23.—Captain H. C. McQuillan, a pioneer resident of this city, 72 years of age, who for 25 years has been a resident of Puget sound, was carried from the Star theatre unconscious last night and died at a nearby barber shop before a physician could be summoned. Captain McQuillan had been ill for several months, having been discharged from local hospitals only three weeks ago. Heart failure was the cause of death.

Captain Norman Nicolson. (United Press Leased Wire.) Seattle, Wash., Jan. 23.—Ill for the last two years from tuberculosis, Captain Norman Nicolson, one of the most popular captains who served on Puget sound, was carried from the Star theatre unconscious last night and died at a nearby barber shop before a physician could be summoned. Captain Nicolson had been ill for several months, having been discharged from local hospitals only three weeks ago. Heart failure was the cause of death.

Committee to Visit Asylum. (By Journal Leased Salem Wire.) Salem, Jan. 23.—The senate committee named to investigate the condition of the state asylum for the insane will make a trip to the asylum this first of the week. It is headed by Dr. Cole of Pendleton, who is already personally familiar with the conditions described in the governor's message. He believes that something must be done.

There is no question about the conditions stated by the governor's message. "We are in danger of a catastrophe there at any time. The committee

CUT GLASS SALE A RADICAL REDUCTION IN PRICES

Table listing various cut glass items and their prices, including Nappies, bowls, and water jugs.

CLEARANCE SALE OF WOOD PANELS FOR BURNING. Includes large shipment of new and exclusive designs that arrived too late for the holidays.

Our Entire Line of Hand-Painted Skins One-half Price. All Skins to Burn 25 Per Cent Off.

WOODARD CLARKE & CO. WE DO ARTISTIC PICTURE FRAMING. EYES TESTED, GLASSES FITTED.

MANY RABBITS FALL BEFORE HUNTERS' GUNS. (Special Dispatch to The Journal.) Prineville, Or., Jan. 23.—Four thousand, three hundred and seventy-one rabbits were slain during the recent big snow on Poverty Flat, northwest of this city, by Fred Grimes, J. T. Creamer and eleven other ranchers who during the past year have been greatly annoyed by the fussy pests.

THE STORE WITH THE LIBERAL MONEY-BACK POLICY. Fancy Dresden Silk Petticoats in all shades, \$7.50 vals. at \$4.95.

Grand-Leader. Advance Sale of Spring Tailored Linen Waists, \$2.50 vals. at \$1.19.

Extra Special Suit Offering of Our Clearance Sale. \$40 Values at \$16.95.

A Special in Spring Suits of 1909 Models. On Sale Monday at Sample Prices of 33 1/3% Discount.

Portland's Greatest Glove Sale. At Portland's Leading Glove House. Lennon's FOR GLOVES AND UMBRELLAS. CLEAN-UP OF ALL ODDS AND ENDS. Men's, Women's and Children's GLOVES. VALUES TO \$2.00 ON SALE AT 25c, 35c, 50c, 65c, 75c.