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SATURDAY, JULY 6, 1901.

THE TALK OF STATE DIVISION.

Oregon contains 94,560 square miles. Nine-tenths of this area, outside of mountain ranges, will support a population. Two-thirds of this area lies east of the Cascade range. This range of mountains divides the state into two natural sections. These two sections of the state are separated from each other in climate, soil, pursuits, conditions, customs and surroundings. The people, even, differ in many ways, which is due to a difference in occupation. The west side of the Cascades is a solid farm. It is a thickly populated section. Its residents give strict attention to the industries they follow, and are naturally anxious to uphold that part of the state in which they are interested. They require a different class of road laws, school laws, stock laws, tax laws and fence laws from the eastern portion of the state.

Eastern Oregon is largely a stock and range country. It has a very small area of densely populated country, and has a character peculiar to herself. She has a distinct individuality. She differs materially from the Willamette. She requires a certain line of treatment which Western Oregon does not require. Eastern Oregon would like to convert some of her arid lands into habitable homes. She has an extensive and increasing mining interest which must be promoted and nurtured. She would be glad to bear the expense of riding herself of the animal pests, upon which the entire state now pays a bounty. Her sparsely settled districts do not yet require the class of school, road and tax laws which apply to an older and more thickly populated section. Her industries are peculiar to herself, and it is not just to ask that portion of the state which derives no direct benefit from them to bear the burden of developing them.

Therefore, from a business standpoint, unimpassioned and unprejudiced, Oregon might be cut in twain, with good results to both sections. The cost of sending representatives from the extreme eastern portion of the state is enormous. The legislation sought by the different portions of the state is vastly different. Western Oregon has its vast mining, stock and diversified industries. It has many new enterprises which are yet in the experimental stage, and it desires to be at liberty to raise revenues for special purposes which are not applicable to the Willamette counties. In justice to both sections of the state, a division, at some future time, might be beneficial. It is for the people of Oregon to say.

If a monopoly of political power continues to be held west of the mountains, the clamor for division of the state will be sure to increase. On the other hand, if Eastern Oregon is permitted to have a voice in the state government at Salem in proportion to her contribution of taxes to support the state and her contribution of wealth into the channels of trade, there will be no need of division, for then there can be a reconciliation of the existing differences that will be fair to both sections. Those of Western Oregon who wish to continue to hold the reins and drive all the time must expect to pay the penalty of their obstinacy and selfishness in the course of time.

The East Oregonian sees division of the state in the air, and not being in sympathy with it, for the present at least, it would endeavor to find a way to avert its consummation. For this reason it calls on Eastern Oregon republicans to demand their rights and it believes if they will, an Eastern Oregon man will be nominated for governor on the republican ticket and almost surely be elected. Further, there are other positions on the state ticket that by right should be filled by Eastern Oregon men. With the right general to lead the Eastern Oregon forces and present and push this section's claims, the result would be surprising, and to the great advantage of the whole state.

The iron is hot, strike!

THE PATRIOT'S BOAST.

The reports of the extremely hot weather in the past bring to mind the happy medium of Oregon and her adjacent sisters. The cloudburst and flood in West Virginia reminds us that we are surrounded by extraordinary conditions. The cyclone in the South gives us additional reason for continuing in Oregon and for inviting home-seekers to come hither.

Taken all around, the Northwest is

free from natural objections, such as are found in other parts of the country. Kansas and Nebraska have their hot winds and droughts. The Dakotas have their blizzards. Texas and Arkansas shake with chills. The South runs into its cyclone cellar upon the appearance of every suspicious looking cloud. New York is in close proximity to Hades, if heat records count. Johnston and other flood-washed villages of the east, prove that it is unsafe to be on the earth at times.

The ever-present earthquake shock of the California coast weld our hearts to Oregon and her blessings. She may not be a paradise from some points of view, for she has her limitations, her faults and her shortcomings, but for lying down at night with the full assurance of a night's sleep and the certainty of being right side up in the morning in your own bed, on your own homestead, in your own county, she can't be equalled.

A PEEP AT OREGON.

A writer in the Washington, D. C. Chronicle gives a description of a trip to Oregon from Indiana. That was fifty years ago, when he was a mere boy, and he recalls what then appeared to him a new world, in a vast, unexplored, uninhabited wilderness. That family was named Robins, of Decatur, Indiana.

Contemplate that journey of 3000 miles about—the weary three months of it—the horses and oxen of the mile long caravan, including some twenty or thirty teams, the terrific roads in many places, steep and rocky hills, arid plains with neither vegetable product or water or sustenance of life; the hauling of the food required for man and beast for perhaps ten or fifteen hundred miles—the death of more than half of the animals en route; the several of the travelers from hardship and exposure and the arrival near Portland of the fragile, broken, bedraggled remnant of the caravan three months after leaving Greensburg, Indiana, and contrast that, in 1890, with a four days' journey from Washington to Portland over the different lines of railroad. The trip can now be made with as much ease and comfort as one enjoys at home in a parlor; and the Oregon of this doorstep of the nineteenth century is as vastly different from that of fifty years ago as the mode of travel and transportation now is from that where our pioneers from Greensburg, Ind., toiled over the weary desert and wilderness and settled in that undeveloped land of problematic possibilities.

An optimistic railway gentleman of that far splendid Northwest has favored us with a brochure bearing the title page, "Oregon, Washington, Idaho—and Their Resources." The pamphlet can be procured from the passenger department of the Oregon and Portland Ore. The East Oregonian takes the following extracts from it:

Take all Now England and New York; add from 4000 to 7000 feet to the height of their boasted White and Green mountains. Adirondacks and Catskills and many of the highest peaks, all punching holes in the sky with their snowy crowns; exaggerate fifty fold all the wild notches and gorges and glens of eastern North America, and multiply them by scores; send mighty rivers—capable of bearing a great people's commerce, and furnishing the waterpower to run all of a nation's machinery—winding for hundreds of miles throughout the great domains, set cataracts and cascades leaping and foaming down a thousand dizzy precipitous channels; cap many of the giant peaks with everlasting ice and snow; and clothe their sides with vast, waving forests of valuable timber; toss in, between the mountains and along the streams, valleys larger than whole states in the same, small-notched east, and ready to burst out, under ever the most care-laden and primitive tillage, in orchards and gardens, vineyards and grain-fields, glowing in their own magnificent fruitage, unroll plains bounded only by the skyline, capable of pasturing uncountable flocks and herds waist-deep in the very wantonness of plenty; rip the whole mountain ranges, and underlay thousands of square miles, with gold and silver, copper, lead, zinc, iron, nickel and platinum ores, coal, marble of many hues, salt, sulphur, lime and gypsum, and nearly every metal and mineral in human use; fill every stream and lake and inlet with the finest food fish on earth; and over all throw the glory and the loveliness of a climate unsurpassed under heaven since sin and death and American politics climbed over the garden-walls of primeval

Eden—and you have some idea of Oregon and its possibilities.

It is a land of gold and golden grain, where valleys that yield from 30 to 70 bushels of wheat, from 50 to 110 bushels of oats, and from 300 to 700 bushels of potatoes, to the acre, are not infrequently watered in by mountains of gold-quartz that run from \$5000 to occasionally \$70,000 to the ton. It is a land where the crops never fail, and the rewards of intelligent industry are as sure as the decrees of God; where wondrous trends on Beauty's heels, and riches rush to meet the earnest seeker, its resources are as boundless as its extent, and varied as the ever-changing hues that bathe its sunset skies in prismatic splendors.

The year is divided into two seasons—the rainy and the dry. Most of the yearly rainfall takes place between November and April, and during those four or five months, it is usually advisable to keep an umbrella within calling distance, or at least to maintain a speaking acquaintance with one. The rains are rarely heavy, but come down gently as eastern April showers. The average annual precipitation ranges from 120 inches in Tillamook county, and 75 in Clatsop—both on the coast—to 46 inches in Willamette valley, 38 at Hood River, and 14 to 22 in the famous Umatilla wheat-belt. No blizzards, no tornadoes, no thunderstorms. No hot weather in the summer, and no cold weather in the winter. There is seldom, if ever, a day in the year when flannels and light overcoats are not comfortable, or a night when heavy blankets are not a necessity. And then, though the latitude is the same as that of marrow-freezing Dakota, Wisconsin and Nova Scotia, flowers bloom in the open air all the year round, and figs ripen, and magnolias unfold their fragrant loveliness, as they do in far southern lands. Trees and grass are green as living emerald in December and January, and the snowy crowns of Mount Hood, Mount Adams, Mount St. Helens and Mount Rainier-Tacoma glisten white and dazzling in July and August.

A carload of Oregon cherries, sold in Boston, in July, 1895, for \$2630. Over 2000 pounds of cherries were sold, in one season, from a single tree at Vancouver, Washington. A pear weighing 4 ounces, raised by Sheriff Bowles, of Walla Walla county, was shown at the Chicago exposition and Jesse Drumheller, of the same county, gathered 1500 pounds of pears from a single tree. Mrs. Catherine M. Wheeler, near Diamond Station, picked 60 bushels of apples from one tree. Peaches from 12 to 15 inches around the waist are an ordinary product about The Dalles. Rhubarb or pie plant has been grown near Toledo, Oregon, with stalks two feet, and leaves 21 feet, in circumference. There has never been a failure of the apple crop in the Palouse valley. C. L. Whitney, limited, at the Spokane-fair, a squash weighing 19 pounds. Plums measuring 8 inches in girth are common all over Oregon, Washington and Idaho.

W. B. Clowe, about a mile west of Walla Walla, planted cotton, and it grew to perfection, maturing full, fine balls of the heavy staple. Peanuts are raised abundantly, and far-southern sweet potatoes do well. Figs are grown in the southern coast counties and have been raised even in Portland. Almonds, English walnuts and pecans bear plentifully, and the nuts are of fine quality.

Fruit culture is becoming an important industry, and prune-drying houses are springing up everywhere. Italian and silver prunes begin to bear at three years, and in full bearing yield from 20,000 to 50,000 pounds to the acre. Louis Winters, near Milton, realized about \$1000 from 100 trees, and a yearly profit of from \$100 to \$500 to the acre is a common thing. A prune orchard generally pays for itself with the first full crop.

A carload of prunes, shipped from The Dalles, Oregon, to Milwaukee, Wisconsin, netted \$1020. From 1890 to 1895, in most of the years, in Clark county, Washington, in 1895, over 2,000,000 pounds of prunes were gathered and 80 carloads were shipped. The Oregon Railroad and Navigation company has carried out 75 carloads of strawberries from Hood River this season. Strawberries, in many instances, yield from 5000 to 8000 pounds to the acre; and apples, from 40,000 to 70,000 pounds or from 800 to 1400 bushels, to the acre. Flax of excellent fibre grows wild, and its culture promises to become an important industry. Three varieties of wild raspberries, red, black and yellow; and three of huckleberries, red, black and brown, grow everywhere in endless profusion. Oregon hops command the highest prices in the markets. The magnolia, oleander and jessamine flourish and bloom in the spaces at Rose bloom at the year round, and the royal blossoms often measure from 12 to 20 inches in circumference. Many spring vegetables grow all the year in the coast regions, and away up about Pendleton and Walla Walla. Christmas tables are often decorated with lettuce, peas, beans and pumpkins bloom all the winter.

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FIRST NATIONAL BANK OF PENDLE-
ton. Capital, \$75,000; surplus, \$60,000. Transacts general banking business. Exchange and telegraphic transfers sold on Chicago, San Francisco, New York and principal points in the Northwest. Drafts drawn on China, Japan and Europe. Makes collections on reasonable terms. L. A. Aukent, president; W. F. Matlock, vice-president; G. E. Wade, cashier; H. C. Guesney, assistant cashier.

THE PENDLETON SAVINGS BANK.
Pendleton, Oregon. Organized March 1, 1899. Capital, \$50,000; surplus, \$20,000. Interest allowed on time deposits. Exchange bought and sold on all principal points. Special attention given to collections. W. J. Furnell, president; J. C. Teas, vice-president; T. J. Morris, cashier.

IN FOUND—THE FOLLOWING DE-
scribed animal has been taken up by the City Marshal and will be sold at the expiration of ten days for costs and expenses. One gray mare, branded J-1 on right hip and H on left shoulder, weight about 1100 pounds. Lost July 27, 1901.
J. M. HEATHMAN, City Marshal.

IN FOUND—THE HEREAFTER DE-
scribed animal has been taken up by the City Marshal and will be sold at the expiration of ten days for costs and expenses. One gray mare, branded J-1 on right hip and H on left shoulder, weight about 500 pounds. Lost July 19, 1901.
J. M. HEATHMAN, City Marshal.

NOTICE TO CONTRACTORS—NOTICE
is hereby given that the Street Committee of the Common Council of the City of Pendleton will receive bids for the grading and graveling of Webb street from the east line of Clay street to the west line of Oak street. All bids to be for each cubic yard of gravel hauled on and for earth hauled off.

Said grading and graveling to be done according to the underwritten specifications now on file in the Recorder's office. Measurements to be made by the City Engineer. All bids to be deposited with the recorder's office on or before July 9, 1901.

The street committee reserves the right to reject any or all bids.
Dated this 26th day of June, 1901.
By order,
J. E. BEAN, Recorder.

SEALED PROPOSALS.—SCHOOL DIS-
tributed school has been taken up by the recorder's office. Measurements to be made by the City Engineer. All bids to be deposited with the recorder's office on or before July 9, 1901.

The street committee reserves the right to reject any or all bids.
Dated this 26th day of June, 1901.
By order,
J. E. BEAN, Recorder.

DEL. DAVIS, DANIEL ABRAHAM, JOSEPH HOLMES,
School Commissioners.

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Chicago-Portland Special 8:25 p. m. via Huntington.	Salt Lake, Denver, Fort Worth, Omaha, Kansas City, St. Louis, Chicago and East.	\$4.00 a. m.
Atlantic Express 6:15 a. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	\$2.00 a. m.
St. Paul Post Mail 8:15 a. m. via Spokane.	Walla Walla, Lewiston, Spokane, Wallace, Pullman, Minnerville, St. Paul, Duluth, Milwaukee, Chicago and East.	\$3.00 a. m.

Ocean and River Schedule.

FROM PORTLAND.	Time Schedule	EXTRA FEE
8:30 p. m.	All sailing dates subject to change. For San Francisco. Sail every 5 days.	4 p. m.
Daily except Sunday 5 p. m. Saturday 10 p. m.	Columbia River To Astoria and Way Landings.	4 p. m.
Daily ex-Sunday 6 a. m.	Willamette River Oregon City, Newberg, Salem, Independence and Way-Landings.	120 p. m.
6 a. m. Tues. Thru. and Sat.	Corvallis and Way-Landings.	120 p. m.
7 a. m. Tues. Thru. and Sat.	Willamette and Yamhill Rivers Oregon City, Dayton and Way-Landings.	120 p. m.
Leave Riparia 8:30 a. m. Daily.	Snake River. Riparia to Lewiston.	120 p. m.

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