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A LEGEND.

There has come to my mind a legend,
 A thing I had half forgot,
 And whether I read it or dream-
 ed it,
 Ah, well it matters not.
 It is said that in heaven at twi-
 light
 A great bell softly swings,
 And men listen and harken
 To the wonderful music that
 rings.
 If he puts from his heart's in-
 ner chamber
 All the passion, pain and
 strife,
 Heartaches and weary longings
 That throb in the pulses of
 life,
 If he thrusts from his heart all
 hatred,
 And thoughts of wicked
 things,
 He can hear in the holy twi-
 light
 How the bell of the angels
 rings.
 And I think there is in this le-
 gend,
 If we open our eyes to see,
 Somewhat of an inner meaning.
 My friend, to you and me;
 Let us look in our hearts and
 question.
 "Can pure thought enter in
 To a soul if he be already
 The dwelling of thoughts of
 sin?"
 So, then, let us ponder a little;
 Let us look in our hearts and
 see
 If the twilight bell of the angels
 Could ring for you and me.
 —Household.

WHO PAYS THE TAX?

The American Siren and Shipping in a labored article, and by elaboration, undertakes to prove what everybody knows: that taxes on railroads are in the end a tax on those who ride upon them and ship goods over them. It makes an excellent poverty plea for the poor downtrodden railroads, and then steps a dirty foot into the milk by concluding the article thus:

"Many persons who are prone to criticize railroads for what they consider high passenger and freight rates, do not know that, besides the tremendous burdens of taxation levied by lawmakers upon railroads, there is the very large expense of carrying without cost, for politicians, hundreds of passengers and many tons of freight."

A professional railroad promoter who was at that time general construction superintendent of a line 220 miles long which was being built, told the writer of this some years ago, in a burst of confidence, that every sixth passenger on all the railroads of the Middle West was a dead-head.

The Siren and Shipping might have — the bucket over instead of someone else to do, — and adding —

tion and courts do not require them to?

PACKING HOUSE PROBLEMS.

Hon. Charles F. Martin, of Denver, secretary of the National Livestock Association, was a passenger on the early morning train from Portland, which was belated here on account of the Cayuse wreck. Mr. Martin called upon the East Oregonian during his enforced stay in the city. He is an old newspaper man, having been through the entire gamut, from office boy to manager, and only of late years in the livestock business. He is a live and intellectual man, and a type of the better class of promoters.

His advocacy of the claims of the Independent Packing Company to the attention of Northwestern investors is able, earnest and thoroughgoing, and he holds that a similar undertaking in the Northwest would be injudicious and confronted with failure. The first proposition he lays down, and practically it is the only one, is that the price to be paid for stock on the hoof, and the price demanded of the consumer for the finished product are arbitrarily fixed for and at Missouri river and common points east every 24 hours in advance.

Nevertheless, the livestock of the Northwest must and does go to those points on the hoof, and freight must and is paid on the animals' gross weight, and the disadvantages the Northwestern growers labor under are palpable and unavoidable on account of distance.

It is a self-evident truth that provided there would be no discrimination against the shippers of the finished products from the Northwest by the transportation companies, that local packing plants would save great sums of money to the Northwest. If the railroads are to "plug" against them by all the devious ways so well understood and easily put into practice, such investments would fail, and that is practically the end of the proposition.

But Mr. Martin is out in the interests of the Independent Packing Company, of Kansas City, and must make a showing. He concluded his conversation by stating that in his opinion a great packing industry can and should be built up at Portland to meet the demands of Oriental trade which is certain to expand steadily and rapidly to vast proportions. This opinion, expressed at length and with convincing clearness, needs but to be paraphrased

by the substitution of "Pendleton" for "Portland" to be a perfect defense of the position taken by the East Oregonian in a recent issue advocating an Inland Empire packing plant at this point. The finished product might just as well be shipped from Pendleton for the Oriental trade as to ship on the hoof to Portland.

'You, Taxpayer! Go to the court-house next Wednesday and listen to the pros and cons of the railroad assessment in this county, or forever after hold your peace and not criticize your officials about something upon which you are not posted at all, while they may know "a whole lot."

The pastor had come to comfort the old woman who had suffered a sad bereavement.

"Well, my good woman," the pastor remarked, "in your bitter trial I hope you have found some ray of comfort from the scriptures."

"Indeed I have, dominie," was the confident though tearful reply.

"That's grand, sister," exclaimed the parson sympathetically, "but tell me what passage of the Word helped you most."

"'Grin and bear it.'"

Thousands Have Kidney Trouble and Never Suspect it.

How To Find Out.

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