

# W. D. FENTON ON RAILROAD SITUATION

The following letter to the Willamette Valley Development league has been made public here, in which William D. Fenton, chief counsel of the Harriman lines in Oregon, discusses the proposed belt line from Ontario, via Drain to Coos Bay and the development of that harbor, as follows, says the Salem Statesman:

"First, while I am not familiar with the possibilities of the harbor of Coos Bay, I have no doubt that the construction of the railroad from Drain to Coos Bay, which is now a certainty, will bring public attention to the natural advantages of that section, so that all the possible benefits will add largely to the material wealth of the state and will not in the slightest interfere with the material advancement of any other section of the state.

"While it may be fairly conceded that the improvement of the mouth of the Columbia river is at this time of larger importance to the present commerce of the northwest, it must always be borne in mind that a state must be developed in all its sections, and that one section ought not to be developed at the expense of all others. I do not believe in abating any effort to secure the improvement of the Columbia river, but I do not think such effort should minimize or affect disadvantageously needed development of other coast harbors. Just now the eyes of all southern and western Oregon are turned toward Coos Bay, and I am persuaded that the development of the harbor and the business of that section of the state will bring added wealth and business of benefit to every other section of the state.

"Second, it ought always to be borne in mind that the development of any section of the state is of greater advantage to the people and the communities served by such development than it can possibly be to the transportation line.

"The increased business which a new line of railway may bring to itself is but a small fraction of the great volume of material wealth created and distributed to the population served by such a new line. To illustrate, while the construction of a line of railroad from Ontario to the Willamette valley and from Drain to Coos Bay would practically give a belt line of railroad through a central portion of the state of Oregon, and bring to that new line a certain volume of business, giving to the transportation company that may construct the line a certain income, this increased traffic thus handled by the railway company, and this increased revenue is less than 10 per cent of the total developed wealth coming to the state on account of the construction and operation of such a line.

"Third—Another important fact ought to be always remembered in a discussion of these questions. There is an equality of benefits and a distribution of added wealth which affects every interest in the community, and it ought not to be forgotten that the interests of the railroad and the communities served by them are mutually interdependent.

"If a community does not prosper, the transportation lines necessarily do not prosper. If there is increased population, increased manufactures, increased subdivisions of farms and added families, there must of necessity be increased revenues coming to the railway companies serving such communities.

"I believe that the northwest is on the eve of a great upward and forward movement, and in that movement lies the hope of western and southern Oregon. The Willamette valley is capable of sustaining a population of more than 100 times that now here. Southern Oregon could easily maintain 50 times the present population. Instead of farms of large area there would be subdivisions into small parcels and close and intensified farming encouraged, and a market for the produce provided.

"The history of the state of Washington on the north demonstrates the fact that the prosperity of a great commonwealth is augmented by the development of large centers of population in various sections of the state. Washington has Tacoma, Everett, Bellingham, Spokane and Walla Walla as active and populous centers of wealth, trade and industry, each city affording a large and constantly growing market for the products of the mill, soil and mine.

"The state of California on the south has two large and rapidly growing cities, and while undeniably true that the chief market at the present time for the products of the Willamette valley is the city of Portland, it is an admitted fact that much of the produce of the state must be shipped to foreign markets, manufactured and sold, bought or shipped to Galveston for steamer transit to Europe or to New York for transshipment.

"Its lumber must reach a market in the Mississippi valley or in the markets of the world across seas, and its wheat must be ground to flour and

reach the orient, its hops must go to New York and London. Its farm products of other kinds must largely depend on a local market.

"The development of Coos Bay into a market for the orient and other sections of the world will not affect or retard the great growth and development of other sections of the state. What is needed primarily is a good market for the man who lives upon the farm or is engaged in manufacturing wherever he may be. Give him a good market and the centers of population will take care of themselves. The prosperity of all sections of the state must finally rest upon the man who is the producer, and not the man who is merely acting as a clearing house agent.

"I bespeak for your development conventions an enthusiastic and hopeful outcome, and I trust and believe their deliberations will be guided by wisdom and a desire to benefit all sections of the state and primarily to awaken a new spirit of enterprise and hopefulness in that section of the state that has so long been dormant and that has so long been neglected. Yours truly."

### Damage Suit Against Boise.

Suit was brought in the district court Friday by Luther Snyder, of Meridian, through J. C. Johnston, his attorney, for the recovery of \$3500 as damages for false imprisonment in the city jail a year ago. The defendants to the action are Jared Doolittle, John Maloney, J. R. Bock and George Schweitzer, who are claimed to have been instrumental in causing Snyder's arrest.

It will be recalled that Snyder was arrested by the police for a violation of the city ordinance prohibiting the peddling of meat without a license. He refused to pay the fine imposed by the police magistrate, and was thereupon committed to jail. He was released on a writ of habeas corpus from the supreme court, and the matter was later appealed to the district court and thence to the supreme court. It was held that the ordinance under which Snyder was convicted was void, largely because of the fact as shown that the meat he was peddling was raised upon his own ranch.

Snyder, who is a farmer, residing near Meridian, now brings suit against the four butchers named, charging them with having been responsible for his arrest and imprisonment.—Boise Statesman.

### Feeding Six Weeks Early.

George V. Leighton has returned from a visit to his sheep ranch near Payette. He said over in that section sheepmen were having to feed from a month to six weeks earlier than last year and that already nearly all the hay in the Payette valley had been bought up. Mr. Leighton said he commenced feeding his lambs on the 10th of the present month. One thing that is helping out the sheepmen there, said Mr. Leighton, is that the sheepmen of the upper country were not bringing their herds down to the valley for winter feeding as they usually do, but are securing feed nearer their range. Mr. Leighton said that probably considerable corn would be shipped in for feed later in the winter. Hay is selling for \$4 a ton generally, but he tried to purchase two or three small lots of hay and could not secure it for less than \$4.50.—Boise Statesman.

### Progress on the Anthony Line.

Among the signatures placed upon the register of the Idanha Friday was that of J. B. Evans, tax agent of the Short Line. He has been visiting the St. Anthony country, where he found his company already had six miles of steel laid on the Yellowstone Park extension. The grading is well advanced and it is possible the road will reach Marysville this winter. Mr. Evans says, though that is uncertain. It is his understanding that the road is to be crowded through to the Yellowstone terminal next year. The line will be some 60 miles in length.—Boise Statesman.

### Foul Play Suspected.

There are rumors that foul play was responsible for the death of the unknown man found on the Payette river near Marsh on the 9th inst. The body was hanging on a willow tree by a rope made from the man's undershirt. Jules Chapman, who came down from Pearl yesterday says there are indications that the man was murdered. No papers were left on the body and nothing was left to identify the man or the crime. A coroner's jury at Plowman's rendered a verdict, however, of suicide.—Boise Capital News.

A man in a Washington town hanged himself to a bed post by his suspenders. The coroner's jury was some time in coming to a decision in the case, but the foreman finally announced that the deceased came to his death by coming home drunk and mistaking himself for his pants.

### DISCUSS YELLOW FEVER.

Physicians From Three States Have Met at Memphis.

Memphis, Tenn., Nov. 21.—Nearly 500 physicians from Mississippi, Arkansas and Tennessee are assembled here at present attend the tri-State Medical association convention, which opens here today for a three days session. The opening session was held, as in former years, in the Hotel Gayoso and was called to order by Dr. H. L. Sutherland of Rosedale, Miss., the president of the association. The attendance is larger than ever before and the interest among the delegates is greater than in former years, owing to the fact that matters of the utmost importance to the three states represented in the convention will come up for consideration.

The Tri-State Medical association is the largest and most important district medical society in the south and its meetings are practically a clearing house for medical information, as the physicians get together and exchange ideas and information and profit by each others' experience. This year many important papers will be read concerning the prevention and treatment of yellow fever, malaria and other diseases prevailing in the Mississippi valley. The entertainment program includes a banquet which will be tendered to the visiting delegates tomorrow evening. The quarantine question will be carefully discussed.

### MASONIC ORPHANS' HOME.

Believed It Will Be Built In Arkansas In Next Few Months.

Little Rock, Ark., Nov. 21.—The annual meeting of the Masonic Grand Lodge of Arkansas, which convened here today, is one of the most important which has been held in this state for many years. It also means a resumption of the annual sessions. For six years, by special provision of the grand lodge, biennial sessions were held as a matter of economy, that the money might be used in discharging the obligations due to the Masonic Temple. By this means the board of control will be enabled at the meeting, which opened today, to lift the debt of \$10,000 still remaining on the temple, and to have a balance of about \$20,000 to form a nucleus of an orphans' home fund.

There are two important matters to be considered at this meeting of the Grand Lodge, that of the establishment of an orphans' home and an amendment to the constitution providing for biennial sessions for a period of 10 years. It is believed that there will be favorable action upon both matters, as they are correlative and are close to the hearts of the Masons of Arkansas. The biennial meetings and per diem and other Grand Lodge expenses to be applied to the orphans' home fund. There is a strong sentiment in favor of establishing the home in this city.

### These Swift Times.

This age in which we are living is one of swift progress. The methods and customs of yesterday have faded into traditions, today and tomorrow they will have passed into romance, says the News-Schmitter.

For instance: A telegraph line is soon to be opened from the Mediterranean to Timbuctoo. It is going to be possible to wire messages from any metropolis in the world to the very heart of the great Sahara desert. A line has for some time been opened to the Luat oases, which were once one of the favorite stopping places of those roving pirates whose outrages upon caravans were features of history from time immemorial. The taut wire is compressing the world into small space.

Another instance: The rush of gold miners to Death valley in Nevada, is being accommodated by a thoroughly equipped line of automobiles. The stage coaches and mule teams of the earlier day have gone to the museum. The 200 miles from the nearest railway to the mines at Bullfrog and Goldfield are covered in specially built gasoline cars at the rate of 20 miles an hour. Level-headed enterprise is keeping pace even with the wild rush for gold in the heart of the wilderness.

### \$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address: F. J. CHENEY & CO., Toledo, O. Sold by all druggists, 75c.

Take Hall's Family Pills for constipation. Another earthquake occurred in Calabria November 18, at Monte Leon and Pizzo, says a cable dispatch to the New York Herald from Naples. It lasted about 8 seconds. The population was panic-stricken and many houses were damaged.

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## RAILROAD TARIFFS

### SENATE COMMITTEE IN PRELIMINARY SESSION.

They Have Met to Introduce the Great Fight Between the Transportation Companies and the Doctrinaires of the Government Supervision School—There is Division in the Committee With Apparently a Majority Against the Rate Revision—Agreement is Hardly Possible.

Washington, Nov. 21.—The senate committee on interstate commerce met here today in compliance with a call issued by Senator Elkins, the chairman of the committee, to consider the question of railroad rates legislation, which will come up in the coming session of congress. Ever since the hearing on the subject closed, the committee has had two experts and a number of clerks employed, compiling information for the use of the committee and the senate. They have collected a large mass of data and will have it in shape available for the committee's benefit. The committee will take up the entire subject as if no bill had been considered heretofore, but it is expected the chairman will be prepared to present a measure of his own as a basis for discussion. Senator Foraker also has a bill which will receive consideration. It is expected that the committee will continue its work until the opening of congress on December 4, and it is by no means probable that it will have finished its work by that time.

The committee is divided in two factions. Senators Cullom, Dolliver and Clayton are strongly advocating the passage of a measure incorporating the views of President Roosevelt on the subject of railroad rates legislation, while the opposition includes Senators Aldrich, Foraker, Kean, Millard and Chairman Elkins. There is practically no hope that the two factions will be able to agree on any measure and it is almost certain that at least two reports will be submitted, a majority and a minority report, with possibly individual reports by one or two members, who hold particular views on the subject and cannot agree with their other colleagues.

What the senate is going to do is a matter of speculation among the members. It is understood that some of the eastern and southern railroads have in some way signified their intention to support President Roosevelt's policy and the opposition is considerably worked up over the rumor that other important lines are about to give up the fight and line up with the supporters of the president's policy.

Chairman Elkins has been counting senatorial noses just as anxiously as the president and his friends have been doing. The southern tour of the president, it is claimed, won over two votes, those of the Louisiana senators. It is also reckoned that, as the senate stands today, there is a majority for some kind of conservative bill such as Elkins, Aldrich, Foraker and Millard can agree upon. The fight is exceedingly bitter, although entirely under the surface. It may soon develop into an open struggle between big trunk lines, arrayed in opposition to each other. It is charged that the seaboard lines, between Norfolk and New York

are, in the main, more concerned about their community of interests than in laws that will reach tariffs for long freight hauls. The men lined up with the Elkins contingent say that any community of interests between the roads will not be disturbed by administration forces, if the kind of rate measures which the administration approves has plain sailing. However much or little there may be in such charges, they are being driven home with all emphasis possible. Nothing has disturbed the Elkins people so much lately as the speech of Senator Knox, in Pittsburgh. They had hoped till the last moment that the senator was on their side, but

now they fear that his attitude is the attitude of more senators who have not yet come into the open.

Dr. G. A. Fogue, H. Wegner and J. R. Blackaby have incorporated the Ontario Creamery company, and will engage in business in the town of Ontario. Company is capitalized for \$3500, and it is the intention to have a plant in operation by the first of the coming year.

Christmas is coming and you'll soon need every dollar you can save by buying your groceries at the Peoples Warehouse. Order your Thanksgiving Turkey now.

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