TAKAHIRA RETURNS

JAPAN'S FISCAL AGENT IN THE UNITED STATES.

Has Negotiated, in America, All the Foreign Loans Placed by His Government Since the War With Russia Begun—On the Eve of His Departure to Japan He Talks About the Probable Foreign and Domestic Policies of His Country as Affected by the War With Russia.

San Francisco, Cal., Jan. 23.—Korekyo Takahira, the financial commissioner of the Japanese government, who was sent here at the beginning of the war between Japan and Russia, to arrange for the placing of the Japanese loan, sailed from here today for Japan, having completed his work in this country.

"I have completed my work in this country," Mr. Takahira said in his modest way, shortly before his departure, "and am returning to Japan now. The Japanese government has arranged its financial program and does not need my services any longer. I expect to be able after my return, to devote some time to rest and to the arrangement of my own financial interests."

"I feel quite confident," he said, when asked concerning the probable future of Japan, "that Japan will speedily recover from the shock of that great war. Destructive as it was it was to some purpose. If it had done nothing else than bring recognition for the country it would not have been in vain. But, it has accomplished a great deal more than that. It has made a new era of peace and prosperity possible in the far east.

"It is but natural that a period of retrenchment should follow a devastating war, such as Japan has just passed through. But, I am advised by the Japanese government, that retrenchments will be made only so far as may make for the safety of the administration. The government must maintain its powerful navy and an army of sufficient strength to insure its own safety and peace. Moreover, the terms of our alliance with Great Britain will render it necessary to maintain the army and navy on a firm footing.

"Japan must now do a great deal in the way of commercial and industrial expansion. She must necessarily adapt herself to a new set of conditions, and perhaps may find it to her advantage to profit, in a measure at least, by the example set by the Americans in the matter of commercial progressiveness. She is bound to grow and expand and extend the commercial relations to countries that heretofore had little to do with her."

AWFUL SLAUGHTER WORKMEN.

Privates Fighting Battles for Captains of Industry.

Pittsburg, Pa., Jan. 23.—Statistics for the year 1905 just given out by the authorities of Allegheny county indicate that during the past year more than 17,700 persons were killed and injured in this county, while at their daily work.

Of this number the blast furnaces and iron and steel mills are responsible for 9000. The other factories and shops have 4000 to their credit and the victims of railroads numbered 4000, while those of the mines numbered 400. Besides this there were several thousand injured whose cases were not reported, as the injured persons were taken straight home and not to any of the hospitals or the morgues.

Several of the mills have furnished such a large number of death and injury cases, that the insurance companies refuse to insure men working there.

A Modern Miracle.

"Truly miraculous seemed the recovery of Mrs. Mollie Holt of this place," writes J. O. R. Hooper, Woodford, Tenn., "she was so wasted by coughing up puss from her lungs. Doctors declared her end so near that her family had watched by her bedside 48 hours; when, at my urgent request Dr. King's New Discovery was given her, with the astonishing result that improvement began, and continued until she finally completely recovered, and is a healthy woman today." Guaranteed cure for coughs and colds. 50c and $10.00 at Tallman & Co. and Brock & McComas', druggists. Trial bottle free.

Tobacco for the Navy.

Washington, Jan. 23.—For the first time in several years the navy department has this year been able to award its contracts for tobacco for the next fiscal year to a concern not identified with the so-called tobacco trust. Hitherto the prices of rival bidders have been such that the award of the contract had to be made to a firm believed to have been connected with the trust. Last year the contract was not awarded to the firm whose samples were considered the best, because the price demanded was too high, but this year the firm offering the best samples, offered them at 35 cents a pound, which is considered a very reasonable price.

Perfection can only be attained in the physical by allowing Nature to appropriate and not dissipate her own resources. Cathartics gripe, weaken—dissipate, while DeWitt's Little Early Risers simply expel all putrid matter and bile, thus allowing the liver to assume normal activity. Good for the complexion. Sold by Tallman & Co.

Delay in Building Battleships.

Washington, D. C., Jan. 23.—While the Louisiana, sister ship of the Connecticut, is at last accounts slightly in advance of the latter vessel, the naval contractors insist that the vessel building at the New York navy yard will be ready to commission ahead of the Louisiana. An effort will be made to discover the reasons for the apparent delay in the work at the navy yard. There have been some delays in the delivery of armor and some other materials, but the same delay affected the private shipbuilding plants. It is true, that some slight alterations in the plans of the Louisiana have been made, but it is asserted that they were too insignificant to cause any serious delay in the work.

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SALEM-PORTLAND LINE.

Rapid Progress on New Electric Road in the Valley.

The Salem Statesman gives the following account of the construction work on the Salem-Portland electric line, which is now assured:

The grading on the line of the new electric railroad from Salem to Portland is completed to Chemawa and ties are piled ready for distribution not only that distance but beyond there, waiting for suitable weather, when heavy crews will be put on and the work rushed with the dispatch which the company is so anxious to show.

Some 10 carloads of rails for the track are now in Portland and will be in Salem within a few days. The remainder of the rails are on the way from the east. The construction engine is also at Portland and will be along in a day or two. The engine and rails will be brought to the fair grounds station and from there transferred to the present street car line.

When the rails and engine arrive, work will be started within the city and in a very short time the track will be laid in Mill, High, Union and Cottage streets.

The surveying parties are completing that part of the work in the northern part of this county, through Clackamas county across the Willamette river and in Multnomah county. The prospects now are very good for getting into Portland with favorable arrangements on the part of the city. The matter of a franchise for the streets desired comes before the committee of the Portland council next Friday evening and there is hope that favorable action will be taken.

The people of Portland are realizing that the road is a genuine proposition and no fake, but a matter of square business and there is now respectful consideration given to it.

Half the World Wonders

how the other half lives. Those who use Bucklen's Arnica Salve never wonder if it will cure cuts, wounds, burns, sores and all skin eruptions; they know it will. Mrs. Grant Shy, 1130 E. Reynolds St., Springfield, Ill., says: "I regard it one of the absolute necessities of housekeeping." Guaranteed by Tallman & Co. and Brock & McComas, druggists. 25c.

Some people imagine that they are never talked about because they never hear it,

IN THE GRAND CANYON OF ARIZONA

Many years ago it was my privilege to cross the Atlantic ocean in the steamship Alaska, on the voyage to Liverpool, says William Winter in Pacific Monthly. She took a northerly course and presently passed near to icebergs, in a region of intense cold; and there came a day when she was the center of one of the most sublime pageants ever seen by human eyes.

She was carrying sail at the time, as well as steaming; for the wind, though blowing a gale, was fair, and the sea, though rough and angry, was not tempestuous. Suddenly a great and dense haze of silvery mist swept over the ocean; a white squall struck the ship; and, in almost a moment, sail after sail was ripped from her yardarms, as if those sails had been so many sheets of paper; while, as she reeled and plunged in the welter-in surges, her hardy sailors, responding to the shrill whistle of the boatswain, nimbly and with laughter, swarmed up the shrouds, to cut away the flapping canvas, and give it to the merciless wind.

For a little while nothing could be seen but huge, white-crested waves, all around the ship. Then, overhead, the white mist lessened and parted; the stainless blue dome of the sky became visible; the encircling vapors began to grow transparent; the whole wide expanse of ocean was once more disclosed—agitated, and rolling fiercely under the stress of the tempest—and, from verge to verge of the horizon, the heavens were spanned with colossal arches of brilliant rainbow.

Never had it been my fortune to behold a scene of such commingled terror and glory; nor—though was aboard the Augusta Victoria in October, 1889, when she nearly foundered in the most terrible of ocean storms—have I gazed on any spectacle of natural grandeur commensurate with it until now—when I stand upon the verge of this dread abyss, at once beautiful and awful, and look across the towers and castles, the crags and mountains, the weird caverns and subterranean floods of the Grand Canyon of Arizona.

This terrific gash is more than 200 miles long, and more than a mile deep, and its area exceeds 2000 square miles. From the El Tovar rim, on which I stand, to the gleaming, snow-veined crags on the opposite side of this stupendous cleft, the distance is 13 miles. Human vision can not take in the full extent of this wide pageant of terror and glory, nor is it with the capacity of words to set forth its overwhelming splendor.

The plain on which I stand is nearly 8000 feet above sea level, and here, in a prodigious fissure—gaunt, abrupt, frightful and wonderful—are assembled mountains, valleys, enormous rocks, precipitous crags, ravines of mystery and forests of gloom, through which the black waters of the Colorado rush onward, in their resistless flow, and over which the dauntless eagle wings his upward flight to meet the sun.

All the forms are here that imagination could construct, and all the colors are here that glow in sunset skies. Far down in this subterranean vista the forests show like green lawns. Not less than seven geological periods in the physical history of the planet are displayed in the layers of tinted rock—black, green, gray, red, brown, blue, pink, orange and alabaster, with many other mingled hues—that constitute the walls of this colossal gorge; walls that seem continuous and unbroken, yet everywhere are rifted with lateral fissures, the beds of mountain streams that swell the flood of the great Colorado river.

The American continent has nowhere else a spectacle to show commensurate with this in beauty, grandeur and awe.

SMITH FOR GOVERNOR.

Hood River Man is Declared to Be a Candidate.

It is stated with apparent authority that E. L. Smith of Hood River has decided to enter the political field as a candidate for the republican nomination for governor, says the Oregon Daily Journal. When questioned yesterday on the subject Mr. Smith was noncommittal, simply saying:

"I have not announced myself as a candidate for any office."

Nevertheless leading politicians say that he has definitely decided to make the race.

The appearance of Smith as a candidate will mean a new alignment of forces in the fight for the gubernatorial nomination. Three other republican aspirants, Johns of Baker City, Geer of Salem and Withycombe of Corvallis, have avowed themselves as candidates and all are busily engaged in rustling votes for the primaries.

In the Hood River country E. L. Smith is well known. He is one of the foremost fruitgrowers of the state and has amassed a comfortable fortune. He has been an active member of the Oregon Development league and is now entering on his second term as president of the organization. Smith was suggested several months ago as a possible candidate for the congressional nomination in the second district, and a considerable boom was started for him. But he did not take kindly to the idea, and it was finally stated that he had decided not to seek the nomination. Some of his friends then urged him to run for governor, and this, according to the latest reports, he has determined to do.

Nuf sed. U C Rader.

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LETTER TO EAST OREGONIAN READERS.

Tallman & Co. Guarantee Hyomei to Cure Catarrh or It Costs Nothing.

Editor of the East Oregonian:

In view of the prevalence of catarrhal troubles at this season of the year, we want to tell your readers that we have never sold anything that gave more satisfaction than Hyomei, when used in catarrhal troubles. You get immediate relief from the treatment, and consistent use will prove to every sufferer, as it has to many of our customers, the virtue of this preparation.

Personally we are interested in Hyomei, for it is made and sold on honor, and we do not want your money unless you are benefited and satisfied.

There is no stomach dosing in connection with Hyomei. It is a thoroughly local treatment for a local disease, and its soothing, healing medication goes direct to the spot where it is needed.

The complete Hyomei outfit consists of a pocket inhaler, a medicine dropper, and a bottle of Hyomei, and the price is only $1, while additional bottles can be obtained for 50 cents.

We positively guarantee a cure when Hyomei is used in accordance with directions, or we will refund your money. This certainly shows our faith and belief in the virtues of Hyomei.

Yours very truly,
TALLMAN & CO.

The East Oregonian is Eastern Oregon's representative paper. It leads and the people appreciate it and show it by their liberal patronage. It is the advertising medium of the section.

O. R. & N.

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Through Pullman standard and Tourist Sleepers daily to Omaha and Chicago; tourist sleeper daily to Kansas City; through Pullman tourist sleeping cars (personally conducted) weekly to Chicago; reclining chair cars (seats free) to the East daily.

TIME SCHEDULE FROM PENDLETON.

EASTBOUND.

No. 2, Chicago Special, arrive 5:35 p. m.; depart, 5:40 p. m.

No. 6, Mail & Express, arrives 4:55 p. m.; departs, 5 a. m.

WESTBOUND.

No. 1, Portland Special, arrives 8:50 a. m.; departs, 8:50 a. m.

No. 5, Mail & Express, arrives 11 p. m.; departs, 11 p. m.

SPOKANE DIVISION.

No. 7, Pendleton passenger, arrives 5:35 p. m.

No. 8, Spokane passenger, departs 9 a. m.

WALLA WALLA BRANCH.

Special passenger arrives 8:40 a. m.; departs 5:45 p. m.

Morning train connects with No. 1. Evening train connects with No. 2. No. 7 connects with No. 2.

OCEAN AND RIVER SCHEDULE FROM PORTLAND.

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E. C. SMITH, Agent, Pendleton.

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For further information, time cards, maps and tickets, call on or write W. Adams, Pendleton, Oregon, or A. D. CHARLTON, Third and Morrison Sts., Portland, Or.

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