

BOSTON & MAINE RAILROAD OWNS THE STATE OF NEW HAMPSHIRE

A spoiled child, petted and coddled until it attains a hulking maturity and assumes an insolent mastery over its own parent—this is Mark Sullivan's characterization of the railroad in its relation to the state. In an article in Collier's Weekly, in which he describes New Hampshire's complete domination by the Boston & Maine railroad, Mr. Sullivan points out the curious fact that that state alone seems to have had in the beginning a prophetic vision of what the railroad might in time become. Yet in spite of its early restrictive legislation New Hampshire is now probably the one state in the union most conspicuously "owned" by a railroad.

A recent carefully considered statement, signed by the Episcopal bishop of the state, an ex-judge of the supreme court, and a professor of Dartmouth college, asserts that the state is held in "a form of slavery." By means of passes, Mr. Sullivan states, the newspapers and the lawyers of the state are practically "retained" in the interests of the Boston & Maine. Lucius Tuttle, president of that railroad, Mr. Sullivan says, today rules the state like an autocrat. The story of New Hampshire's subservience to a corporation is told in part as follows:

"As time went on, New Hampshire grew weak and the railroad grew strong. Its population today is but 100,000 more than it was in 1850, and the quality of that population has deteriorated sadly. The rewards of public life grew less and less attractive, the service of private interests more and more remunerative. The governor of New Hampshire gets \$2,000 a year and is master, maybe, of 100 men; the president of the Boston & Maine railroad gets probably \$50,000 a year and says 'Come' and 'Go' to perhaps 100,000 men. Naturally, what talent is in the state seeks the service of the corporation. Meanwhile the railroads were consolidating, achieving the strength that lies in union; more and more the state became the despoiled poor relation of the corporation."

The chief source of the railroad's power is the pass. Says Mr. Sullivan:

"You may say it is a strange thing, that citizens must be cheaply bought, if an entire state can be bribed with railroad passes. But assume—the estimate is low—that the Boston & Maine distributes 5000 passes in New Hampshire. Assume that each pass is worth \$100 to the holder—three or four trips to Boston and a few local trips a year would make the sum. Half a million dollars is a big sum in a state both small and poor; and, moreover, that the power of a railroad pass is by no means measured by its value in dollars and cents, those who know the psychology of a pass will understand. Consider, too, that the recipients of passes are the most intelligent, powerful and aggressive, the natural leaders in each community. The 5000 holders of passes—if that be the number—who, by their natural gifts, by their education, by their happy endowment of a forceful personality, ought to be the leaders in uplifting their neighbors, are in reality the bell-wethers who betray the other 400,000 fare-paying residents of New Hampshire into the power of the railroad."

"The most conspicuous and most

powerful, though not the most numerous, class of pass-holders are the newspapers. That is why Mr. Churchill, in his campaign against the railroads, can count on getting his speeches into only seven papers in the state."

The lawyers, Mr. Sullivan tells us, form another important class of pass-holders. We read:

"With all the newspapers and all the lawyers of a state thus employed to be stifled, what relief can be had against public or private wrongs committed by the railroads? Quite apart from the political effect of such widespread pass-giving to lawyers, suppose you are hurt in a railroad accident; you carry your case to the leading lawyer of your town; you find he has been thoughtfully 'retained' by the railroad—in his inside pocket is a pass marked 'R'r'; you try the next leading lawyer, and the next, and the next. They have all been 'retained.' Only some obscure lawyer, of capacity so mean as not to be thought worth while by the railroad, is left to redress your wrong."

What does "New Hampshire in slavery" literally mean; asks Mr. Sullivan. And he answers:

"It means that any man who aspires to high office in New Hampshire gets on the train, rides some 70 miles to Boston, goes to the office of Lucius Tuttle, president of the Boston & Maine railroad, and asks Mr. Tuttle if he may run; it means that any member of the legislature who would like to get a bill through gets on the train at Concord, rides to Boston, and pleads with Mr. Tuttle, showing him that this bill won't hurt the Boston & Maine railroad or any of Mr. Tuttle's interests; and only when Mr. Tuttle gives his gracious permission does the member dare to introduce and press his bill."

For further description of Mr. Tuttle's methods we read:

"He came into a perfect autocracy, and filled it with a dictatorial and vindictive personality. He visited reckless vengeance on all who opposed him. In 1896 the governor of the state was, as usual, a railroad man, a director in the Concord & Montreal, one of the subsidiaries of the Boston & Maine. But this governor inadvertently allowed his function as head of the state to overbalance his function as a railroad director. In a message he advocated the 'building of trolley roads to compete with the Boston & Maine, adding, as a timid palliative to Tuttle's anger: 'I do not believe it will be a menace to the Boston & Maine, because it will bring as much business as it takes away.' For the rest of the incident I am indebted to ex-Senator Chandler's account: 'Mr. Tuttle, reading this interview at his railroad office in Boston, demanded by telephone that the governor should not be re-elected a Concord railroad director, and on October 12 his orders were carried out.'"

HOTEL ARRIVALS.

Hotel St. George.

J. L. Evans, Reno, Nev.; J. W. Brown, Portland; Fred Hamilton, Portland; W. Bissell, Portland; I. M. Bates, Walla Walla; J. C. Lonsdale, Seattle; M. J. Lee, Portland; J. O. Rasmus, Heppner; M. Kelley, Spokane; R. Taylor, Seattle; Mrs. C. S. Dunn, La Grande; John Keoley, Spokane; William Dunn, Portland; William Spaulding, Umatilla; F. P. George, Echo; S. M. Stiles, Prescott; W. L. Tomlinson, Spokane; Joe Bailey, Posters; T. Corlie, Walla Walla; George T. Coyne, Portland; M. Weller, Dedover; D. H. Lyman, Portland.

The Pendleton.

H. J. McCutchen, Portland; T. F. Foley, Bingham Springs; F. A. Martin, Portland; Whig Southard, Chicago; A. C. Hawgon, Portland; W. S. Stitt, Chicago; E. Hedges, Portland; Frank Lee, Portland; A. Smythe, Arlington; J. A. Dowdson, Hermiston; E. H. Clarke, city; M. Y. King, Enterprise; D. S. Yandell, Enterprise; W. S. Reese, Denver; N. H. Rintord, Portland; W. T. Shery, Portland.

Baker's Speed Association.

Baker City and Baker county people are going to have a surprise party in September.

Manager Hogboom of the speed association announces that he is in receipt of news from Walla Walla that that city will send here a string of fast horses in addition to the animals already promised from other cities, which insures some splendid speed contests. Secretary Correll of the fair association announces that they have arranged for a daily balloon ascension as one of the features of the exposition.—Baker Democrat.

All the news all the time in the East Oregonian.

SEARCH FOR LIMP KEEFER.

Young Man Missing From Idaho Falls —Fear Fatal Accident.

The Idaho Falls Post of August 18 says: Various rumors are afloat concerning the disappearance of Louis Keefer, and one which gained great credence yesterday was to the effect that the young man was found on a visit to friends at Gray's Lake, sublimely unconscious of the fact that dozens of men are scouring the country on upper Willow creek in search of him. This rumor has no foundation in fact, it appears—at least the Keefer family in this city has no word to that effect.

The theory is now advanced that the young man has been waylaid by horse thieves, and that he has either been killed and his body disposed of in some hidden spot, or that he is in captivity. This theory seems to have solid foundation from the fact that it is reported the young man went into the hills to look after some horses after leaving Mr. Rogers.

Others still maintain the theory that the boy and his horse are both dead, although the accident theory is not so probable now from the fact that the territory near to where the youth was last seen has been thoroughly scoured by the searching party.

To get at the truth of the matter the boy's uncle, W. W. Keefer of this city, is offering a reward of \$200 for the recovery of the boy or for his body if dead.

Keefer left home on the afternoon of Wednesday and with his dog started after a horse that had been hobbled and left to graze some distance up in the hills. He got the horse and was returning home, when he came to a sheep that had recently died and he left the trail and started for the nearby sheep camp to inform them of the loss. He ate supper with the herder and started on home about dark. Nothing has been heard from him since.

MONEY IN HOGS.

Walla Walla Takes All Athens Country Can Raise.

There is good money in hogs at 7 cents per pound, live weight. That is the price paid in Athens this week by Walla Walla buyers. The largest lot purchased was a carload of prime porkers from A. L. Swaggart, the well known farmer and stockman, residing north of town. The stock goes to a Walla Walla firm, says the Athens Press.

The meat and packing industry of the Garden City is rapidly advancing. It has reached the stage where most of the stock grown in this section is required to supply the demand of the Walla Walla buyers. It is now a rare occurrence when an Athens rancher makes a stock sale to Portland or Sound buyers.

WOOLGROWERS' ASSOCIATION.

Expected That Fully 1500 Delegates Will Be Present.

For the annual meeting of the National Woolgrowers' association, which will be held in Salt Lake early next January, the exact date has yet being fixed, Manager Fisher Hottel is beginning to make arrangements. It is expected that fully 1500 delegates will be present, and to a certain extent they will be the guests of the Commercial club. That organization will furnish the hall for the meeting place, and make numerous preliminary arrangements that will contribute to the comfort and convenience of the woolgrowers while here. The secretary of the association has made a requisition on the Commercial club for 2000 badges to be worn at the convention.

Efforts also are being made to have the Idaho Woolgrowers' association hold its annual meeting in Salt Lake the day before the meeting of the national association. If this attempt should prove successful at least 100 more delegates will be here. There also is being planned a stock show to be held in connection with the meetings of the woolgrowers. An effort will be made to have here an exhibition some of the finest sheep to be found in the inter-mountain country, and to accomplish this liberal prizes will be offered.—Salt Lake Tribune.

For Rent — Suite unfurnished housekeeping rooms in East Oregonian building. Hot and cold water and bath on same floor. Inquire this office.

Words can be used so as to increase their importance even in telling an ordinary story.

WHEN IN EFFECT?

INTERSTATE COMMERCE LAW'S AMBIGUOUS DATE.

Authorities Do Not Agree as to When Its Provisions Begin to Have Force —Some Railroad People Hold That It Is in Force Now, Others That It Will Be August 28, and Still Others Think It Becomes Effective on January 1 Next.

The new interstate commerce law passed by the recent congress, and which some think becomes effective August 28 next, which others think is in effect at the present time and which still others insist does not become effective until January 1, 1907, has the railroad men of both freight and passenger departments greatly confused. As stated in yesterday's Inter-Mountain, the Denver & Rio Grande railroad, from its headquarters in Denver, has informed its employees and agents all over the country that according to the interpretation of the act by its legal department, the law is now in force, and on the strength of that opinion, the Rio Grande refuses to issue any advertising transportation, immigration transportation or transportation at special rates between interstate points on business not excepted by the interstate commerce law, says the Butte Inter-Mountain.

The basis of the Rio Grande's legal department for saying that the law is at the present time in force, is that it is stated in three different places in the act, when it shall become effective, and in each of those places a different time is specified. It is first stated that the law shall become effective January 1, 1907. Again it states that the measure shall become effective and be in force from and after the date of its passage. Appended is a note which states that by joint resolution of the house and senate, the act shall become effective August 28, 1906.

The legal department of the Denver & Rio Grande is doubtless composed of able legal talent, but still railroad men are puzzled to know why that road should assume the attitude it has in the face of the fact that no other road has done so, and furthermore, because the officials of the railroads met in Chicago only recently for the express purpose of taking up the new law and placing a general interpretation upon it, and presumably they did. In the face of these facts the independent attitude of the Rio Grande would seem to be based upon the opinions of its legal department alone.

That the Gould road intends remaining firm in the stand it has taken is evidenced by the following letter, a circular letter issued by Ed R. Hunt, the local general agent, to the newspapers in this territory which have been carrying advertisements for the Rio Grande under an advertising contract:

Gentlemen: Our legal department is firmly of the opinion that the interstate commerce regulation as regards advertising or immigration transportation and special rates, supposed by many not to be effective until August 28 or January 1, are in reality in effect today and that we cannot issue any transportation or reduced rates under the interstate commerce law without placing ourselves in violation of the law. However embarrassing it may be to us to have to decline applications for transportation from papers that have rendered us service, we feel that we are compelled under the law to do so. We are confronted by a condition over which we have no control and for which we are in no way responsible. I therefore beg to advise you that we can only issue advertising transportation locally within the state of Utah or within the state of Colorado, but not to be used for any part of an interstate trip.

The most rational statement at the present time, is the one to the effect that the legal departments of all the railroads in the country are now endeavoring to place an interpretation upon the new interstate commerce law, and that the Rio Grande lawyers arrived at their conclusion before the others. Certain it is that there will be more regarding the matter and from other sources before many days.


Butcher's National Convention.

Milwaukee, Wis., Aug. 21.—About 600 master butchers from all parts of the United States are in attendance at the twentieth annual convention of the National Master Butchers' association of America, which opened here at the Masonic temple this morning with a public session. The mayor of the city and President Joseph F. Seng, welcomed the delegates and responses were made by George H. Schaffer, the national president, and others. After this the sessions of the convention will be held behind closed

New Through Service

Over the Northern Pacific-Burlington Railways, East

To **Omaha, Kansas City,** **St. Louis, St. Joseph and Lincoln.**



In addition to the present through Northern Pacific-Burlington transcontinental passenger service, a second train has been added, thus providing two daily trains between Oregon, Washington and Idaho and the Missouri river cities and St. Louis. All trains carry through Pullman standard and tourist sleeping cars, chair cars and dining cars.

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Portland, Oregon.

doors. One of the subjects that will be discussed by the convention will be the plan of establishing an abattoir in this city by the national organization.

THE TURKISH KAIK.

More Closely Resembles the Gondola Than Any Other Craft.

Crawford, the author, to whose skillful pen Constantinople is indebted for one of the most charming volumes ever issued in its praise, has a word to say about the Turkish boatmen and their vehicle, the kaik.

"Constantinople owes much," writes he, "to the matchless beauty of the three waters which run together beneath its walls, and much of their reputation again has become world-wide by the kaik. It is disputed and disputable whether the Turks copied the Venetian gondola or whether the Venetians imitated the Turkish kaik, but the resemblance between them is so strong as to make it certain that they have a common origin. Take from the gondola the 'felas,' or hood, and the rostrated stem and the remainder is practically the kaik. It is of all craft of its size the swiftest, the most easy to handle and the most comfortable, and the Turks generally are admitted to be the best oarsmen in Europe.

"Indeed, they have need to be, for both the Bosphorus and the Golden Horn are crowded with craft of every kind and made dangerous by the swift currents. The distances, too, are very great and such as no ordinary oarsman would undertake for pleasure or for the sake of exercise. It is no joke to pull fifteen or sixteen miles against a stream which in some places runs four or five knots an hour."

Gardening in America.

Gardening in America has reached what one might call the "awkward age." Neither a man nor a country goes a-gardening in early youth. "Men come to build stately sooner than to garden finely," as Bacon once said, and as every garden writing body has repeated until Sir Francis in Elysium must regret he ever made the remark, which none the less is true, Gardening is essentially a middle aged enjoyment, and America being, as nations go, still young, her garden craft has the faults of youth. It has its incongruities, imharmonies, and it often mistakes size and expenditure for excellence.—Century.

In the Same Boat.

The Duke of Leeds before succeeding to his title was active in politics. Once when canvassing he came upon an English shoemaker, whose vote he solicited. "Sorry," said the shoemaker, "but I'm not going to vote for any 'bloomin' aristocrat. I can't afford it. I've got four children to bring up." "That's nothing," replied the duke, "I've got five, and they are all girls." The shoemaker came up and touched him on the arm. "All right, old chap," he said. "You shall have my vote. It seems to me we are both in the same boat, and we'd better stick together."

Doctors and Medicine.

When a doctor does not have much faith in medicine it is a sign that he is a good doctor. The best doctors are those who give good advice rather than medicine; advice that is simple and has common sense back of it. Too many people imagine they can abuse themselves and hire a doctor to make them as well as ever for \$2. Nothing in it.—Atchison Globe.

STATE OF OHIO, CITY OF TOLEDO, LUCAS COUNTY.

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the city of Toledo, Ohio, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure. FRANK J. CHENEY.

Sworn to before me and subscribed in my presence this 6th day of December, A. D. 1886.

A. W. GLEASON, Notary Public.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.

F. J. CHENEY & CO., Toledo, O. Sold by all druggists, 75c.

Two daughter of Karl F. Ellsen, aged 11 and 14 years, were drowned before their parents' eyes while bathing at Grand Haven, Mich., in the Grand river.

If you see it in the East Oregonian its true.

Lewis Morrison, whose presentation of Mephistopheles in "Faust" was the finest that character ever received in any country, is dead at New York, aged 61.



ARE YOU TAKING CHANCES

with your life by riding in a rickety carriage? Life is too sweet to risk losing it when for a reasonable sum you can have your carriage repaired at Neagle Bros.

Use the Winona Buggy and the WINONA only. It is so well built that it's safer to ride than walk.

See us about Gasoline Engines.

We sell Winona Wagons, Hacks and Buggies. Easy running and made from bone-dry material. Guaranteed to give satisfaction in this climate.

See us about Gasoline Engines. We are agents for the Fairbanks-Morse Gasoline Engines for irrigating and mining machinery. Estimates given on irrigation plants. Call and get our prices.

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Wood and Coal to Burn

and that will burn; try a phone order and be convinced that I handle the good kind only.

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Office, Pendleton Ice & Cold Storage Company. Phone 178. Also at Henneman's cigar store, opposite Great Eastern store. Phone main 4.

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No Matter Where Located Properties and business of all kinds sold quickly for cash in all parts of the United States. Don't wait. Write today describing what you have to sell and give cash price on same.

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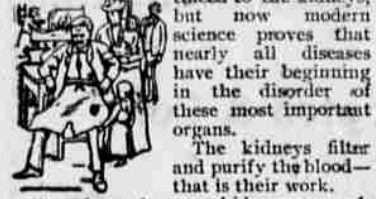
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A new remedy for the cure of Catarrh, Bronchial, Asthma, Eczema, Neuralgia, Toothache, Sciatic Rheumatism, Pleurisy, Sick Headache, Cuts, Burns, Croup, Granulation of Eye Lids, Barb Wire Cuts and Fistula. Does not blister. Sold by all druggists.

Often The Kidneys Are Weakened by Over-Work.

Unhealthy Kidneys Make Impure Blood. It used to be considered that only urinary and bladder troubles were to be traced to the kidneys, but now modern science proves that nearly all diseases have their beginning in the disorder of these most important organs.



The kidneys filter and purify the blood—that is their work.

Therefore, when your kidneys are weak or out of order, you can understand how quickly your entire body is affected and how every organ seems to fail to do its duty.

If you are sick or "feel badly," begin taking the great kidney remedy, Dr. Kilmer's Swamp-Root, because as soon as your kidneys are well they will help all the other organs to health. A trial will convince anyone.

If you are sick you can make no mistake by first doctoring your kidneys. The mild and the extraordinary effect of Dr. Kilmer's Swamp-Root, the great kidney remedy, is soon realized. It stands the highest for its wonderful cures of the most distressing cases, and is sold on its merits by all druggists in fifty-cent and one-dollar size bottles. You may have a sample bottle Home of Swamp-Root, by mail free, also a pamphlet telling you how to find out if you have kidney or bladder trouble. Mention this paper when writing to Dr. Kilmer & Co., Binghamton, N. Y. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.