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Pendleton to Ukiah, \$3.00; Pendleton to Alba, \$2.75; Pendleton to Ridge, \$2; Pendleton to Nye, \$1.50; Pendleton to Pilot Rock, \$1.

SOME REPUBLICAN PRESIDENTIAL POSSIBILITIES---R. M. LA FOLLETTE

Washington, June 12.—The things best known about Robert H. La Follette are: That he is a reformer who has figured in Wisconsin for a number of years; that he has been governor of that state and is now a member of the U. S. senate; that he lives on nuts and vegetables instead of meat and potatoes; that he does the Chautauqua circuit profitably during the summer time; that the railroads hate him that members of the United States senate are not fond of him that he makes a good speech; that he is opposed to the vested interests and that all railroad men think he wears hoofs and horns.

He has been in political life for 25 years, during which time he served three consecutive terms in the lower branch of congress, and three times as governor. He was defeated for reelection to the house in 1890, and that year marked the beginning of his remarkable struggle against the domination of railroad and other corporations in the politics of Wisconsin.

At the end of 10 years' effort he became governor of the state. The experiences of those 10 years were varied. They included house-to-house campaigning, many defeats, patronage bribes and even offers of money by corporations interested in getting him out of their way. In one instance, it is alleged, the nomination for governor was stolen from him by the purchase of delegates. But at length his strength with the people became so overwhelming that he was nominated and elected.

Successful Reformer.
During his service as governor, La Follette was so successful in his propaganda of reform that an honest majority was secured in the legislature and laws were enacted compelling the valuation of railroads and other quasi-public corporate property and revising the taxes of these corporations so that they have been compelled to pay more nearly their just proportion. A primary election law for senatorial and other nominations was passed. A good law was secured covering the grant of street railway franchises to municipal corporations in the state and permitting a vote by the people on all such important privileges.

Having cleaned house in his own state, La Follette decided to enter a broader field, and in 1905 he was elected to the United States senate to succeed Joseph B. Quarles, and took his seat January 4, 1906.

That La Follette would be ineffectual as a member of the United States senate was the prediction made freely by his numerous enemies. The powerful interests which he had antagonized in his own state feared and resented his presence in the United States senate.

He has disappointed his enemies, no less than he has pleased his friends. Those who believed that he would be content to make a noise and let it go at that have found that they were mistaken. Others who thought that he would render himself useless by ill-advised personal attacks or undignified conduct have found they were equally in error. On the other hand, the smooth, diplomatic gentlemen who run the senate have found it impossible to move La Follette from his regular course of action by soft speech, promises or hopes of any kind of reward. Neither officer, nor tendered appointments on important committees, nor pleasant social relations have been effectual in swerving La Follette from the course he has mapped out.

An Important Minority.
Senator La Follette has constituted himself a very important minority of one. In this capacity he objects to bad legislation and uses his objections to secure what is possible of good legislation, and the fact that the senate does business practically by unanimous consent, has made La Follette's legislative independence a potent factor in the law making power.

The best speech on the administration's railroad rate law was that delivered by Senator La Follette. He is responsible for more amendments to that law as it now stands on the books than any single member of the senate. His long fight with the railroads in Wisconsin had given him a wonderful preparation to deal with this subject intelligently and forcefully. President Roosevelt acknowledged the assistance rendered by La Follette in his fight, and several of the latter's amendments were adopted by the administration before they were presented in the senate.

Senator La Follette was a pioneer in the work of saving the public utilities. In the fifty-ninth congress he exposed an effort by the Standard Oil company to acquire the oil and mineral lands in the then territory of Oklahoma and Indian Territory. He prepared, but was unable to secure the passage of an excellent law to protect the rights of the government, and thus of the people, in coal and mineral lands which still are part of the public domain. He aided the passage of the meat inspection law, the pure food law, the employers' liability law, and practically all the good legislation enacted in the fifty-ninth congress.

In the sixtieth congress La Follette single handedly defeated the original Aldrich currency bill. He held that the bill was intended primarily to create a market for railroad securities which had been controlled by Rockefeller, Morgan, Ryan and a few other New York capitalists, and at Senator La Follette's demand the so-called "railroad bond feature" of the Aldrich bill was stricken out.

A record of this character had its natural effect in drawing upon the head of La Follette the bitter enmity of nine-tenths of the members of the senate. He found himself the object

of a conspiracy fostered by the "Old Guard," the object of which was to "segregate" him. The leaders of the senate apparently agreed to speak to him once during the day, but otherwise to ignore his presence as a member of that body. This has, however, made no difference to the Wisconsin senator, who has gone on with his self-appointed task of being a thorn in the side of those who he believes represent the vested interests.

MORE RECLAMATION IN SOUTHERN IDAHO

Water from Portneuf River to Irrigate 20,000 of Fertile Acres Near Pocatello.

The reclamation of 20,000 acres in Bannock county recently released from a tract of 150,000 acres which the reclamation service propose to irrigate on account of the fact that this portion of the tract was too high, has been undertaken by the Portneuf Marsh Valley Irrigation company, a contract having been signed up with the state land board, says the Capital News.

Application for the segregation of the tract has been made by the state land board to the department of the interior upon the petition of the officials of the company. It is expected that an opening of the new tract will be held some time in September or possibly August, when it is stated that a stipulation will be made that no entryman will be allowed to file on more than 80 acres. If this stipulation is made and enforced it will be the first time such a restriction has been made in this state.

The tract which will be irrigated lies in the valley through which the Oregon Short Line right of way passes, about 40 miles of Pocatello, the tract paralleling the railroad right of way for about 12 miles. Three towns will be located in the tract on the railroad, the principal one of these is Downey, near McCammon. The town is being platted and it is planned to hold a sale of town lots this fall. The main body of the tract to be reclaimed is located about 40 miles from Pocatello and only a few miles to the south and west of McCammon. The other towns which will be established in the tract are Virginia and Marsh Valley.

The source of water supply for the tract is the Portneuf river. A reservoir is to be constructed near Chesterfield to cover 1000 acres and to have an average depth of 25 feet. The water of the river will be conserved at this point and conducted down the river to a point about four miles.

State of Ohio, City of Toledo, Lucas County, ss.

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, County and State aforesaid, 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.

(Seal) 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.

Sold by all Druggists. Take Hall's Family Pills for constipation.

Circulation of the Blood.

The idea of some sort of movement of the blood in man and the lower animals was possessed by Aristotle and other Greeks and by the physicians of the Alexandrian school as well as by the doctors and surgeons of the middle ages. In fact, even the village barbers knew of such movement. But no one, not even the wisest of men, had any conception of a continuous stream returning to its source—a circulation in the true sense of the word—or of the functions of the heart as the motor power of the movement of the blood until it was demonstrated by Harvey in 1628.

The "Letters of Junius."

The vexed question of the real authorship of the "Letters of Junius" has never been positively settled. Mr. Chabot's learned work to show that Sir Philip Francis was the author of the famous letters, while a strong production, falls of absolute proof. The attempt was made to prove that Thomas Paine wrote the letters, but that, too, failed to convince. The question is still a mystery, though the balance of the evidence is in favor of Sir Philip Francis.

Dad Gets Sarcastic.

"Physical culture, father, is perfectly lovely. To develop the arms I grasp this rod by one end and move it slowly from right to left."

"Well, well!" exclaimed her father. "What won't science discover? If that rod had straw at the other end you'd be sweeping."—Louisville Courier-Journal.

Thanks For His Money.

Weekie—So Slippy is a defaulter, eh? Deckle—So they say. Weekie—By George! I always wondered why he said "Thank you" so pleasantly every time I made a deposit.—Bohemian Magazine.

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