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 The coal that produces heat and not dirt. Also fine lot of good dry wood.

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 A quiet resort for the healthful exercise of
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 Only first-class tables used.
 Cigars, confectionery, tobaccos and soft drinks.

FOLEY'S HONEY-TAR
 stops the cough and heals the lungs

GREED BLOCKS RAILWAY LINES

COMMUNITIES HELD BACK BY FEW MEN

Four Roads Would Be Built But for Individual Selfishness—Millions for Improvements Kept Out of Oregon by a Few Obstructionists.

Will the entire summer of 1908 pass away without accomplishment of anything in the way of completing the many important railroad projects now under way in Oregon? It begins to look that way, and the very people who will be most directly benefited are the ones who are responsible for the delays, says the Portland Telegram.

The matter has really reached a serious stage, and practically no preliminary or construction work is being done on four distinct big projects, one steam and the other three electrical. The aggregate expenditure involved runs into the millions, and the money is on hand to be put to use. Yet it is idle, has been idle for months, and indications are that it will be idle for months to come. The four projects referred to are:

The Oregon Electric company's extension from Portland to Hillsboro. The Mount Hood Railway & Power company line into Portland. The United Railways line from Portland to Forest Grove and Hillsboro. The Pacific Railway & Navigation company's line from Portland to Tillamook.

The one great obstacle in the way of pushing the plans of these corporations to immediate completion is the obstructionist tactics of property-owners along the proposed rights of way. More deplorable still is the fact that in each instance only a mere handful of property owners has been able to delay progress for months. In the case of the Oregon Electric line, just two property owners have been successful in forcing the company to abandon all work, have compelled the company to remove the steel and other material already on the ground and the throwing of hundreds of men out of employment.

Each of these men is asking more than the company believes his property is worth, and insists that the company erect a permanent depot on his property. This the company has steadfastly refused to do in all cases on the ground that it feels better able to judge where the prospective traffic conditions will require stations and depots, both freight and passenger. This matter, the company maintains, is governed entirely by the rapidity of development of the various sections tapped by the road.

In the case of the Mount Hood line five property-owners controlling less than three-quarters of a mile of right-of-way territory, have obstructed the company's operations, and it may even be found necessary for the company to build clear around Gresham a prospective station on the line, for it is in that neighborhood that most of the difficulty has been encountered. A few other landowners, some on the north side and the rest on the south side of Mount Tabor, have baffled all attempts of the company to secure a satisfactory route at figures that it considers reasonable.

With the United Railways the condition is somewhat similar. This company has run lines and made surveys for their road to Forest Grove and Hillsboro and expected to be able to begin construction work long before this, but because a few ranchers out near Linnton and in the vicinity of Cornelius Gap demanded prohibitive prices for their property, the company has not been able to do anything, and so much delay has been caused that options already obtained are beginning to lapse and cannot be renewed save at exorbitant figures. Officials of this company now have a corps of engineers at work, and they are running four separate lines in the hope they may secure a right of way along some one of these where the grade will be convenient and not too many engineering obstacles met with. President Benham declared yesterday that there was some doubt in his mind whether his company would ever be able to build this line. He added that if some of the obstructionists did not come to terms, the whole project would be abandoned.

Tillamook Cut Out.
 No work of any importance has been done on the uncompleted road to Tillamook, the Pacific Railway & Navigation company. President Lytle, when the financial flurry came last fall, abandoned work from this end, and during the winter, his right-of-way men did their level best to secure strips of property needed near Tillamook, but the property-owners and business interests over there did not keep their promises, and the company was obliged to spend \$20,000 for small strips of land which had been promised them as a bonus if the road would be built. Tillamookers are still holding up work now, and President Lytle, when asked when operations would be resumed, exclaimed: "I'll be d—d if I know, and I'll be d—d if I care."

Summed up briefly, here are hundreds of miles of steam and electric railroad work already under way, backed by almost unlimited capital, to tap rich, undeveloped regions which have been crying for transportation facilities for years, on which a stroke of work cannot be done, thanks to a few greedy landowners, whose property will be tremendously enhanced in value, the moment these railroads are in operation.

The effect is even more far-reaching and serious than appears on the face of it and as explained above, for when eastern capitalists who come out here from time to time looking for safe and profitable industrial investments see how railroad promoters and builders have been faring at the hands of the "mossbacks" heretofore, they are at once discouraged over the outlook and in that way volumes of money eager for work is driven away.

There is also another deplorable aspect to the situation. At no time in years has structure material been so cheap as it is now, and so easy to get. The structural steel market is sluggish, with prices away down, and there is a sufficient supply available to fill all orders almost immediately. At the same time the inactive business world generally has found the railroads with an enormous amount of idle equipment on their hands, so that the material could be laid down here on very short notice.

What obtains in the structure material market is largely true in the labor market. The widespread retrenchment in the industrial world three hundred of thousands of men out of employment last winter, and herds of them are walking the streets looking for work today. The oversupply of labor has, of course, reduced the price of labor commodity anywhere from 20 to 40 per cent.

Yet, in the face of all these conditions, so favorable to railroad building in this territory, capital is dormant and labor is restless and idle, while the great and undeveloped resources of Oregon are needlessly neglected.

CLASS OF 82 AT O. A. C.

Biggest Graduating Class in History of Oregon College.

The graduation exercises of the Oregon Agricultural college opened at 10 o'clock Thursday, attended by an immense crowd despite the drizzling rain, says a Corvallis item. Hundreds of alumni and other visitors from all over Oregon were present. The Armory, where the exercises were held, had been converted into a veritable rustic paradise by the use of evergreen boughs, potted palms and ferns. A profusion of bunting was used in the decorations.

The program this morning follows: Invocation, Rev. D. H. Leech; "Spring Song," chorus; "Beauteous Waltz," chorus; salutatory, Mary Rose Scoggin; valedictory, Herbert Edward Cooke; two vocal numbers by Virginia Spencer Hutchinson; address, J. H. Ackerman, state superintendent of schools; conferring degrees, President Kerr; "Triumphal," chorus.

The commencement events throughout have been successful. The drill of the cadet regiment yesterday was witnessed by hundreds. The alumni banquet was held last night at Wallace hall.

A recital at the Armory was given last evening by the pupils of the school of music. The last inter-society debate for the Gatch cup, held last night, resulted in victory for the Amateurs over the Zetageans.

The enrollment for the year closing was 1155, against 835 a year ago. The growth has been not only in numbers but in collegiate advancement. The standard of the college has been lifted. Much building has been done and more is in progress. Next year greater things are expected at the institution.

There are 82 graduates this year, the largest class in the history of the school.

Ted Cyrus, wanted in Colusa county, California, for grand larceny, was arrested at Colton, Wash., Monday by City Marshal Walter Kelly. Cyrus formerly lived in the vicinity of Johnson and is well known in Colton.

Our Special Inducement

For you to dress well on the Fourth of July and during your Summer Vacation.

We will put on sale commencing Wednesday June 17, our entire Spring and Summer line of Stein-Bloch Smart Clothing at 25 per cent (1-4) off--this grand offer will last until July 5th 1908.

The man of 17, the man of 30, the man of 50--All have different views--All are reflected in their Clothes tastes and in Stein-Bloch Clothing

We can please you all--at a sacrifice of 25 per cent while this sale lasts

See Big Window Display

The Alexander Dep't. Store

Store Closed all day Fourth of July

BOOSTER TELLS OF LAND MONOPOLY

HIGH HOLDINGS ARE CURSE OF THE VALLEY COUNTIES

Correspondent to Salem Statesman Says E. M. Croisan Holds Sufficient Land to Support 150 Families Adjacent to Salem—Growth of Salem Is Held Back.

That land monopoly is not only agitating eastern Oregon counties, but Willamette valley as well, is shown by the following letter from "A Booster" to the Salem Statesman concerning the immense holdings of Salem citizens. The letter is as follows:

The greatest drawback to the development of this country is the large tracts of land in the hands of a few people. For instance, I know of my personal knowledge of one man, E. M. Croisan, has in his own name and under his control, over 1900 acres of land within from two to seven miles of the city, some of the finest garden, grain and fruit land on earth.

Take, for instance, the large tract near the B. I. Ferguson cherry orchard in Polk county. If this splendid tract of land was cut up into 10 acre tracts it would make homes for 75 families. This is as good as the Ferguson land, and some of it is better for garden purposes.

Mr. Croisan also has a large body of land southwest of the city, of some 800 acres. A lot of this is the best prune land in existence, being one and a half miles west of Liberty, the best prune district in the world.

I say nothing against Mr. Croisan as an individual, but I condemn him for not dividing up this land and allowing actual homeseekers to come in and build up the country. Such men are a hindrance to the development of the community in which they live and there should be a law to compel them to disgorge this land, all but 100 acres.

Now this man is holding land enough to settle 150 families and give them a comfortable living, whereas there is now not to exceed a half dozen families on all of this 1900 acres. Just see what this would mean for Salem if cut up into small tracts.

Salem, June 17, 1908.

BOOSTER.

MAY SUE PAPER TRUST.

Department of Justice Has Now Gathered Sufficient Evidence.

It is expected that the department of justice in the near future will bring suits against the paper trust, says the Washington correspondent of the New York Times, on the ground that it is operating in restraint of trade. Agents of the department have been at work in New York for some time, and evidence is now in such shape that actions may be commenced.

The greatest secrecy is being maintained at the department of justice, and none of the officials will either acknowledge or deny that such litigation is contemplated. It was denied emphatically, however, that the department would wait or consider itself bound to postpone action in the prosecution of the paper trust until the congressional committee finished its labors of investigation.

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 Courses in Biology, Chemistry, Education, English Literature, German, French, Spanish, History, Mathematics, Physics. Full corps of instructors.

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Our Specialty is the Family Trade
 We are fully prepared to furnish you the best of lard, sausages and fresh, smoked or cured meats and fish each day.
Central Meat Market
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Shot Partner by Mistake.

R. Drummitt and B. F. Blakeslee, two hand-loggers at Bute Inlet, near Vancouver, B. C., went hunting last Sunday morning. They separated and later Blakeslee saw something moving in the bushes and fired. Drummitt was shot through the arm. It took two days and 60 miles of rowing in a small boat to get Drummitt to the Rocky Bay hospital. He died soon after arriving there from the shock and loss of blood.

Fine store and office room for rent. East Oregonian building. Enquire this office.

Liquors at Cost.

My entire line of wines, liquors and cigars must be disposed of by July 1. To do so, everything will be sold at actual cost, nothing reserved. Now is the time to secure absolutely pure goods cheap. The Mint, J. P. Medernach, prop.

Notice to Ice Users.
 All parties wanting ice delivered to their homes please hang out cards by 7 o'clock each morning where they can be seen by driver of wagon. Henry Kopitke.

Read the East Oregonian.

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 Correct
 Clothes for Men

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