

## OSWALD WEST REVIEWS OREGON LAND GRANTS

Oswald West, member of the railroad commission, has gathered figures and facts regarding the Oregon railroad and wagon road grants that will be of inestimable value to the state.

The facts are now being used by Mr. West in a number of addresses he is making on behalf of the Willamette Valley Development league which will hold a congress at Marshfield next week. Mr. West concludes from the facts he has at hand that a guaranteed land tax should be imposed on the holders of these grants so that they may be opened for settlement. "Until they are he maintains Oregon will continue to be undeveloped."

"About one-eighth of the area of the state has been given to corporations to aid in the construction of rail and wagon roads," said Mr. West. "The grants are as follows:

	Acres.
Oregon & California and Oregon Central R. R. ....	4,500,000
Oregon Central Military Road company .....	800,000
Corvallis & Yaquina Bay Wagon Road company....	90,000
Willamette Valley & Cascade Mountain Wagon Road company .....	850,000
Coos Bay Wagon Road company .....	115,000
The Dalles Military Road company .....	685,000

Total ..... 7,000,000  
"These figures are based upon the mileage of the several roads, but are not exact as some of the lands were lost to the companies on account of overlaps, adverse decisions, etc.," continued the commissioner.

"These grants have a total area of 11,000 square miles and would make a tract of 100 miles square, which is as large or larger than any of the New England states and as large as Maryland and Delaware combined. It is equal to the combined area of Clatsop, Columbia, Tillamook, Washington, Multnomah, Clackamas, Yamhill, Polk, Marion, Linn, Benton and Lincoln counties, or in other words as large as all that part of Oregon lying north of Lane county and west of the summit of the Cascade mountains.

**Settlers Not Encouraged.**  
"Perhaps one-half of the acreage included in these grants has been sold, but the balance is still intact. The owners have never encouraged immigration with a view of placing settlers on their lands but on the contrary have withheld the lands from sale and have not only shifted the burden of the development of the country to the shoulders of the small settlers, but have for years systematically dodged the payment of their just share of taxes.

"The largest share of the grants is the Oregon & California railroad grant which parallels the Southern Pacific company's main line and is controlled by the Harriman interests. Let us see what this company has done in the matter of tax dodging.  
"The Oregon & California Railroad company postponed the procuring of patents in order to escape taxation and during the 25 years following the date of the grant but few acres had been listed for taxation. During this time the total taxes paid by the company did not exceed \$75,000.

"Since 1851 the assessors have gradually been getting these lands on their tax roll and now, practically all are listed. The assessed valuation placed on them in past years was very low and the total amount of taxes paid down to and including 1907 does not exceed \$1,000,000, an average during the past 40 years of about 40 cents an acre.

"In early years the corporations escaped taxation by not having patents for their land. Later on, when they procured patents, it led the assessors to believe that their interests were limited to \$2.50 an acre as that was the selling price fixed by law. The result was that the lands were assessed at about 50 cents an acre and even down to 1902 the amount paid was a small item. Since 1902 many counties have had these lands cruised and they are now bearing something like their share of taxes. The 2,000,000 acres remaining unsold in 1907 were assessed for that year at about \$18,000,000.

"Under the terms of the grants of 1866 and 1870, the two railroads were entitled to about 4,500,000 acres of land. On account of overlaps and other causes some of the grant was lost and patents have been secured to only 2,000,000 acres. But the Oregon & California Railroad company has applications on file for about

200,000, and is claiming about 1,000,000 acres more. No further patents will be issued, however, until the question as to the forfeiture of the grant has been settled.

"The Oregon & California Railroad company has sold over 800,000 acres of its lands and has realized near \$4,500,000, over \$5 an acre. The lands sold during the year ending June 30, 1907 brought an average of \$37.96 an acre. If the balance of the land is sold at prices equal to its present assessed valuation the company will realize \$25,000,000. The deduction of \$5,000,000 for taxes, cruising, office and other expenses, would leave \$20,000,000, or \$5,000 per mile for the 400 miles of road for which the grant was made.

**Wagon Road Grants.**  
"There are no figures available showing how much the wagon road companies have received from the state for the sale of their lands, or the number of acres remaining unsold.

"The Dalles military road grant extends from The Dalles southeast through Wasco, Sherman, Wheeler, Grant and Malheur counties.

"The Willamette valley and Cascade mountain military road grant extends from Albany east through Linn, Crook, Harney and Malheur counties.

"The Oregon central military road grant extends west from Roseburg through the heart of Douglas and Coos counties.  
"The Coos Bay Wagon road grant extends west from Roseburg through the heart of Douglas and Coos counties.

"The Corvallis and Yaquina Bay wagon road grant extends west from Corvallis through Benton and Lincoln counties.

"The construction of these roads was about the biggest graft ever worked in this or any other country. Circuitous routes were followed with a view of securing the most desirable lands. It is about 300 miles on a direct line from Eugene to Jordan valley, but by the way of the Oregon Central military road it is 420 miles. Many of these roads for hundreds of miles were nothing but a wagon track through grazing or wild hay lands of eastern Oregon, and the only cost attached to their construction was the survey of the route for the purpose of filing maps in order to secure patents to the granted lands, and many miles followed roads constructed by settlers; yet the company claimed and secured patents for a distance of three miles on either side of the road.  
"Many acres of the mountainous and worthless lands acquired under these grants were worked into forests reserves and became available as base or forest reserve scrip, and in that way sold for \$5 and \$6 an acre.

**Graduated Land Tax.**  
"The way to break up these large holdings is by taxation. The constitution should be amended so as to permit the levying of a graduated land tax on unimproved values, as they do in New Zealand. In New Zealand every land owner, large and small, pays an ordinary land tax of about four mills upon unimproved values, but holdings, the value of which amount to \$25,000, are taxed an additional one-quarter of a mill and this is gradually increased until it reaches 12 mills—the rate on estates valued at \$1,000,000 and over.

"Non-resident owners pay an additional tax of 50 per cent of the amount of the graduated tax. In other words, the large land owner pays four or five times as much per acre as the small land owner does. An acre of wild land is assessed just the same as an adjoining acre of highly improved land. The result is that it becomes unprofitable to hold these large tracts of land, and they are put upon the market and sold in small tracts.

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. 1888.  
(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.  
F. J. CHENEY & CO., Toledo, O.  
Sold by all Druggists, 75c.  
Take Hall's Family Pills for constipation.

### OREGON HOP CROP SHOWS A SHORTAGE

That shortage in the Oregon crop of hops is a surety, is the reason for

# The Great Fire Sale Continues

WE are sorry that the great crowds of people that attended the first two days of one of the most saving Price Sales that ever was placed on foot in our city could not have the proper service, but it could not be helped. I have now arranged the stock so that you can help yourself. Prices lowered as the short end appear. The Sale will continue until Saturday, August 29. Supply your needs for months to come. No time to quote prices . . .

REMEMBER THE PLACE **BIG 6 STORE** J. A. COBB, PROPRIETOR

C. L. Fitchard of Independence advising all growers of that commodity to stop selling now on future delivery.

He believes that hops will this year command a price of from eight cents to 10 cents per pound. The reason for the shortage, as given by him, is the fact that the poor prices of last year have caused many growers to quit cultivating them. There is less interest in the subject in Oregon today than for some time.

"The Pacific coast crop," he said, "will not exceed 180,000 bales, as against 294,000 bales in 1907. Oregon this year will not produce more than 75,000 to 80,000 bales, California 75,000 bales and Washington 17,000 bales. Old hops carried over on the coast will not exceed 24,000 bales. That leaves a net shortage of about 92,000 bales.

"Under these conditions, prices should be better than last year. I look for hops to bring 10 to 12 cents a pound. Of course, some growers think differently and are selling short. I would advise against that practice. While the English crop is heavy, the eastern crop is short this year, and this fact should encourage growers not to be in a hurry to make contracts."

Mr. Fitchard is one of the largest hopgrowers in Oregon, and makes a special study of the crop and market conditions.

### APPLE MEN GOING TO WAR.

Determined Fight Against Proposed Advance in Rates.

The advance in freight rates discriminating against the apple growers of the inland empire, which is to go into effect September 13, is to be vigorously fought by the fruitmen's union and in all probability the case will be taken up immediately with the Interstate commerce commission.

A special meeting of the transportation committee of the state horticultural association may be called in a few days to arrange for ways and means for promoting the apple fight. The members of this committee are H. M. Gilbert of North Yakima, one of the most interested shippers in the Yakima valley; J. L. Dumas of Dayton, George Farrwell of Wenatchee and L. G. Monroe of the Spokane Chamber of Commerce, who is a member ex-officio and who has been chairman of the committee for some time. Mr. Monroe has asked to be relieved from the chairmanship of this committee, but as yet no action has been taken.

The new freight tariff announced comes as a serious blow to apple growers of the inland empire. It means an advance of practically 15 cents a hundred on their entire crop of 1908. The present rate from Spokane to Fargo, N. D., is 60 cents per hundredweight, and the rate after September 13 will be 75 cents.

### ISSUED WOOD PERMITS.

Pilot Rock People May Now Cut Timber on Reserves.

The Pilot Rock News says of the work of distributing wood and post cutting permits in the Blue mountain reserve:

L. E. Tipton, of the United States forest service, was in Pilot Rock for a few days this week issuing wood and post permits to those who are eligible. Though there was very little notice given that Mr. Tipton was to be here there was a number of lo-

cal farmers who were ready to take advantage of the chance to lay in a supply of wood for the winter.

Under the provisions of the forest department a person is entitled to wood, fence posts and poles from the reserves to the value of \$20 each year, the value being based on a set scale.

Under this rule wood is scheduled at 50 cents per cord and posts at 2 cents each. A person taking advantage of the permits is prohibited from selling the supplies, but are confined to using them on their own place. Corporations of all kinds are not given permits, but a member of a corporation may secure a permit for his private use.

The object of issuing these permits is to help to work up the fallen trees and dead wood as much as possible, and applicants are in all cases instructed to do so. They are also required to clear away the brush from their cuttings.

Pineules for the Kidneys, 30 days' trial \$1, guaranteed. Pineules act directly on the Kidneys and bring relief in the first dose to backache, weak back, rheumatic pains, kidney and bladder trouble. They purify the blood and invigorate the entire system. Sold by A. C. Koepfen & Bros.

### Dakota Club Women.

Pierre, S. D., Aug. 25.—South Dakota club women are today pouring into the city and will be given a reception this evening, preliminary to the formal opening tomorrow of the convention of the State Federation of Women's clubs.

One application of Manzan Pine Remedy, for all forms of Piles, soothes, reduces inflammation, soreness and itching. Price 50c guaranteed. Sold by A. C. Koepfen & Bros.

### Negro Fair Opens.

St. Joseph, Mo., Aug. 25.—With exhibits from the colored people of Missouri, Kansas and Nebraska, the second annual negro industrial fair was inaugurated today at Lake Country.

DeWitt's Kidney and Bladder Pills will promptly relieve all Kidney and Bladder disorders. Sold and recommended by Tallman & Co.

### Wyoming Editors.

Sheridan, Wyo., Aug. 25.—Editors and publishers of all the leading papers of Wyoming are present at the session of the State Press association, opened today.

## One of the Essentials

of the happy homes of to-day is a vast fund of information as to the best methods of promoting health and happiness and right living and knowledge of the world's best products.

Products of actual excellence and reasonable claims truthfully presented and which have attained to world-wide acceptance through the approval of the Well-Informed of the World; not of individuals only, but of the many who have the happy faculty of selecting and obtaining the best the world affords.

One of the products of that class, of known component parts, an Ethical remedy, approved by physicians and commended by the Well-Informed of the World as a valuable and wholesome family laxative is the well-known Syrup of Figs and Elixir of Senna. To get its beneficial effects always buy the genuine, manufactured by the California Fig Syrup Co., only, and for sale by all leading druggists.

## "Oregon Builders"

Are you doing what you can to populate your State? OREGON NEEDS PEOPLE—Settlers, honest farmers, mechanics, merchants, clerks, people with brains, strong hands and a willing heart—capital or no capital.

### The Oregon Railroad & Navigation Co.

is sending tons of Oregon literature to the east for distribution through every available agency. Will you not help the good work of building Oregon by sending us the names and addresses of your friends who are likely to be interested in this place? We will be glad to bear the expense of sending them complete information about OREGON and its opportunities.

COLONIST TICKETS will be on sale during SEPTEMBER AND OCTOBER from the east to all points in Oregon. The fares from a few principal cities are

From Denver	- \$30.00	From Louisville	- \$41.70
" Omaha	- 30.00	" Cincinnati	- 42.20
" Kansas City	30.00	" Cleveland	- 44.75
" St. Louis	35.50	" New York	- 55.00
" Chicago	38.00		

### TICKETS CAN BE PREPAID.

If you want to bring a friend or relative to Oregon, deposit the proper amount with any of our agents. The ticket will then be furnished by telegraph.

F. J. QUINLAN, Local Agent, Pendleton, Ore.

or write  
Wm. McMURRAY

General Passenger Agent, Portland, Oregon.

## THE PASTIME PICTURE SHOW

CASS MATLOCK, Prop.

Entire Change of Pictures and Songs Every Sunday, Tuesday and Friday.

SEE! SEE!

The Dumb Hero  
Hard to Get Arrested  
The First Prize

New Illustrated Song:  
Sweetheart Days.

Admission 10c

Children 5c

Edison latest and best "Underwriters Model" picture machine—absolutely fire proof.

## Byers' Best Flour

Is made from the choicest wheat that grows. Good bread is assured when BYERS' BEST FLOUR is used. Bran, Shoria, Steam Rolled Barley always on hand.

### PENDLETON ROLLER MILLS

W. S. BYERS, Proprietor.

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 this section.