

Empire Waiting For a Railroad.

C. C. Hutchinson, land commissioner of the Deschutes Irrigation & Power Company, does not think much of Mr. Harriman's policy of first getting the country developed and then having a railroad follow the people. Mr. Hutchinson represents a firm that has built canals and ditches in Central Oregon, a fertile country which he claims is farther away from a railroad than any other valuable lands in the United States. He believes that a railroad into Central Oregon is necessary to the development of this rich section of the state and refutes the statement that the country is not sufficiently populated to warrant the O. R. & N. Company building a branch line from Shaniko to Bend.

"It is nonsense," said Mr. Hutchinson yesterday afternoon, "for railroad men to say 'develop the country and then we will build a railroad.' It takes a railroad to develop and open a rich country such as is in Central Oregon. Settlers cannot be induced to take up farms so far from traffic, for there is no chance to dispose of their products. Here is an instance, just as soon as a railroad is built into this section of the country, I know a number of financiers who will build a beet sugar factory with a capacity of 1000 tons of beets a day, and it will take 6000 acres to grow beets enough to keep this factory supplied.

"Replying to the speeches of Mr. Harriman, Cotton and others relative to Central Oregon, the lands of the Deschutes Irrigation & Power Company, are as follows:

"The Pilot Butte segregation, 84,707 acres; Oregon Irrigation Company segregation, 56,007 acres; the Deschutes Irrigation & Power Company, segregation, 74,193 acres.

"The canals of the company now cover or will cover by the first of April, 1906, the two first segregations of 140,714 acres. The company has sold up to date about 30,000 acres: many of the buyers are active settlers and are now on the ground preparing the land for next season's crop.

"The company took up this matter of developing the work February, 1904, but did not commence active work until about August 1, 1905, over \$530,000 and it has before it a total expenditure of probably about \$2,250,000.

"It is a hard thing to sell lands to Eastern people who have been accustomed to the benefits of transportation and to get them to go in and buy land 70 to 100 miles from railroads. We feel that with a railroad we would not have half enough land to meet the demand the coming year. We think that it is a benefit to the settler and to the State of Oregon to have this irrigation work done by private capital instead of by the National Government, as the lands covered by the canals of the Deschutes Irrigation & Power Company will average to the settler \$10 per acre, while the Government cannot cite a case in all of its extensive irrigation works where the lands have been brought to the settlers for less than an average of \$30 per acre.

"In the Twin Falls irrigation proposition in Idaho, (a private enterprise) of which the lands were sold to the settler at an average of \$25.50 an acre, the demand was so large that there were not lands enough to go around, so the lands had to be drawn by lots. The soil of the land covered by the Deschutes Irrigation & Power Company's ditches is as good, if not better, than that under the Twin Falls system, and equal to the Yakima country where the lands are now selling for from \$100 to \$1000 per acre.

"By the aid of transportation we would have a settler on every 80 acres of land and no doubt within a short time the average will be 40 acres to the family.

"Beyond the lands of this company lies a great plain south of the Paulina Mountains, which is 100 by 200 miles in extent and on which the sagebrush grows as high as ten feet in places, and this country would be all opened up and farmed if it had transportation. There is a great lake under this land and wa-

ter can be gotten by going down from five to 15 feet for wells.

"The railroads should anticipate business instead of waiting for the country to develop before building a road."—Oregonian.

Are Japanese Cruel?

The proof, to my mind, that the Japanese as a people are inherently cruel lies in the fact that the grossest inhumanity, such as would draw a protesting crowd in any other country, seem to pass absolutely unobserved on the streets of Japanese cities. I was asked the other day to deliver an address before the ladies of the Japanese Society for the Prevention of Cruelty to Animals in Tokio, and at the instant I rather welcomed what seemed to me an opportunity to tell about a few of the atrocities I have myself seen perpetrated during my year's residence in the country; but when I outlined my intentions I was told that they would never do; that as a foreigner I must say only nice, complimentary things to my audience; I must confine myself to stories of cruelties in other lands and gain my point by observing with pride that such things could never happen in an enlightened land like Japan, where the people are gentle and full of sympathetic understanding for the sufferings of the least of the creatures of earth. But it takes longer than a year, even in this country, to learn well the art of indiscretion, so I declined the proffered honor on the plea of my inability to meet the requirements. I could not remember ever having seen in any other country anything that could be compared to the exhibitions of brutality that are so common over there. To begin with, the Japanese are cruel to themselves and cruel to each other, and their standard of mercy seems to be so low that they cannot recognize as cruelties things which impress us as atrocities.

But if a member of a family happened to be stricken with leprosy, or any other loathsome and incurable disease, he or she was thrust mercilessly from the house and forced to go out on the highways, away from the villages, to gain an uncertain living by begging from infrequent pedestrians. Even now it is not an unusual thing to see a horrible, scaly, crumbling wretch, doubled up in the dust by the roadside, holding out a withered, trembling hand to chance passers by who never seem to notice. I myself have seen things which turned my soul sick and made me wonder if this is a civilized nation aspiring to the highest deeds of 20th century development.

An equally conspicuous evidence of Japanese heartlessness is the manner in which insane people are treated. Up to a very short time ago there were no institutions of any sort provided for these unfortunates, and they were confined in open cages like wild beasts and allowed to starve and freeze, or famish from thirst and burn up in the hot summer sun, as the case might be. Such abject cruelty cannot be believed of sane human beings, but in Japan it is not by any means a thing of the past—Leslie's Weekly.

Admiral Clark Is Retired.

Washington, D. C., Aug. 10.—Rear-Admiral Charles Edgar Clark, hero of the battleship Oregon during the Spanish-American war, was retired from the navy today, having reached the required age after 45 years of active service in the United States navy.

At the time of his retirement Clark was a member of the general board of the navy. He is the man who brought the battleship Oregon around the Horn from San Francisco to Key West during the Spanish-American war. He was ordered to sail from San Francisco, on March 19, 1898, and covered the 13,000 miles around the Horn in 65 days, the quickest time on record. Despite this long voyage, the Oregon joined Rear-Admiral Sampson's squadron without any accident or delay and played a conspicuous part in the battle of Santiago.

He was advanced seven numbers in rank for Spanish war service. After the war Rear-Admiral Clark was on duty at the Philadelphia yard and later at the naval home in that city.

Rear-Admiral Clark was born at Bradford, Vermont, August 10, 1843, and entered the naval academy in September, 1860, remaining at that institution until 1863, when he was graduated. He was promoted to ensign in that year, was commissioned master in 1866, lieutenant in 1867, lieutenant-commander in 1868, commander in 1881, captain in 1896 and rear-admiral in 1902.

Public Is Aroused

The public is aroused to a knowledge of the curative merits of that great medicinal tonic, Electric Bitters, for sick stomach, liver and kidneys. Mary H. Walters, of 546 St. Clair Ave., Columbus, O., writes: "For several months, I was given up to die. I had fever and ague, my nerves were wrecked; I could not sleep, and my stomach was so weak from useless doctor's drugs, that I could not eat. Soon after beginning to take Electric Bitters, I obtained relief, and in a short time I was entirely cured." Guaranteed at Slocum's drug store; price 50c.

Stock Tax Law Void.

Salem, Or., Aug. 7.—The Supreme Court today declared that the immigrating livestock law passed by the legislature is void, because in violation of that section of the constitution which requires that all taxation shall be equal and uniform. The decision was rendered in the case of the Lake county, appellant, vs. A. B. Schroder, respondent, from Lake county. The suit was brought to enforce payment of the tax under the new law and Judge H. L. Benson sustained a demurrer to the

complaint and this ruling is affirmed in an opinion by Chief Justice Wolverton.

The immigratory livestock law provides that when livestock is assessed, the Assessor shall collect the tax unless the owner has real property to secure the payment. If collected at the time of the assessment, the tax is to be computed at the rate of the cash levy. The owner who has real property must pay at the rate of the next levy.

The Supreme Court holds that since the rate varies from year to year, this plan establishes a tax system that is unequal, for the man who has no real property will sometimes be compelled to pay a higher rate than the man who has, and vice versa. The opinion says that this objection could have been removed by the insertion of a provision for the reimbursement of the livestock owner who pays at a higher rate, but this was not done, and the law is plainly unconstitutional.

Other questions were raised but as this point disposes of the case, the Supreme Court does not discuss the others.

A Touching Story.

is the saving from death, of the baby girl of Geo. A. Eyer, Cumberland, Md. He writes: "At the age of 11 months, our little girl was in declining health, with serious Throat Trouble, and two physicians gave her up. We were almost in despair, when we resolved to try Dr. King's New Discovery for Consumption, Coughs and Colds. The first bottle gave relief; after taking four bottles she was cured, and is now in perfect health." Never fails to relieve and cure a cough or cold. At Slocum Drug Co.'s drug store; 50c and \$1 guaranteed. Trial bottle free.

The editorial page of the Weekly Oregonian gives a broad treatment to a wide range of subjects.

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