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THE STORY OF A LAND GRANT IN WHICH THE ASTORIA LAND GRANT FIGURES

Also the Story of Some Congressmen Who Became Wall Street Lambs.

Judge Payson, of Illinois, who is a member of the house judiciary committee, remained in Washington during the New Year holidays for the purpose of conducting an investigation of his own at the interior department. Several weeks ago Judge Payson received a number of letters from residents of Oregon complaining about the action of the secretary of the interior in withholding from pre-emption 1,500,000 acres granted some years ago to the Oregon Central Railroad company. It was said that this grant had lapsed long ago, and that this vast tract of land should be thrown open to public entry. Judge Payson looked up the original grant by congress made in 1871, and found that the company was required to build its road within five years in order to secure the land. There was never any pretence made upon the part of the Oregon Central of constructing its road from Portland to Walla Walla, as described in the act. Only forty miles of road have been built by this company, and this runs from Portland down to a point on the Oregon and California railroad. The Oregon Central company's line was not to have run in a northwesterly direction.

Judge Payson called at the interior department after he had learned that the Oregon Central company was no longer in existence, to ask why a grant to a defunct company should stand in the way of the interests of bona fide settlers seeking to obtain the land at the regular government rate. The secretary of the interior said it was no part of his business to declare a railroad grant lapsed. That was for congress alone to decide. He was obliged to hold the lands until congress declared the grant forfeited. Judge Payson then said that he should ask the judiciary committee to report a resolution declaring this grant lapsed. He was comforted with a new complication. The area of the old grant of the Oregon Central is nearly covered by two other grants. The Oregon Central was an outgrowth of the Northwestern transportation interests, which have been consolidated by the Villard combination. The Oregon and California railroad, also a land grant road, runs right over the lower half of the domain of the Oregon Central. Then the Northern Pacific has run an imaginary line across the upper end of the tract, and has filed a map of the same in the interior department, claiming that it intends to run a branch road in the direction indicated by the line on the map. This carries with it the same grant of land given to the main line of the Northern Pacific. The two claims leave only about one-fifth of the tract of 1,500,000 acres, free from dispute.

Judge Payson will ask the committee next Friday to report a resolution declaring all the lands in the state of Oregon given to the Central company open to public entry. Judge Payson intends also to push vigorously his resolution declaring the forfeiture of the land grant of the Northern Pacific.

A pool was formed last winter on the floor of the house for the purpose of speculating in Northern Pacific securities. When the judiciary committee agreed to a report in favor of not forfeiting the grant a pledge of secrecy was imposed by Chairman Reed. The

pool members early learned what was to be reported, and combined to buy Northern Pacific for a handsome rise, but the Wall Street boys were too sharp. They also had private tips. They ran Northern Pacific right up so that the congressional lambs had to reach pretty high for the stock. Then when the favorable report came, the hammers were set at work, and the stock driven down until the congressmen were frozen out of their margins. The memory of this sad experience has embittered many a member, so that more votes will be found this winter for Judge Payson's resolution of forfeiture than at last session.—*New York Sun.*

Patten Your Own Stock

The meat production of the United States could be easily absorbed to the extent of feeding 100,000,000 of population. It will never be done so long as the average farmer is content to sell his grain, leaving the production of meat, beef especially, in the hands of comparatively few, who make a specialty of fattening stock. The same is true in the case of sheep, though not to the same degree. But for some reason the American farmer, and, indeed, the American people, do not take kindly to mutton. The taste should be educated in this direction. In all our hill country sheep should be the most profitable of farm stock, and particularly in the hill region of the south, where early lambs may be turned off at a low cost, to be eagerly bought in the northern markets. So swine should be carried to the full capacity of every farm, both north and south.

There is a world's demand for well fattened, healthy pork, and always will be. Where the climate is adapted to the growth of Indian corn, the most profitable use it can be put to is fattening steers and hogs for market. If the farmer, cultivating from eight acres upward, would study these meat problems carefully as to the profit in a series of years, taking into consideration the increased value of his farm over that where the coarse grains were sold, he would not be long recognizing the fact that his true interest lay in carrying as much live stock as his land would feed.

Our most wealthy farmers are those who have given their attention to the production of meat, butter and cheese. They always will be. Instead of producing comparatively little more wheat than is required for home consumption, our export should be in this direction, rather than in the export of grain. The first course brings the more money and continuously enriches the soil. The latter policy never made the farmer rich who persisted in it year by year. In the end he must lay out all his profits for fertilizers, while the stock farmer gets his profits as he goes along, and accumulates manure enough year by year to keep his soil fully up to its original fertility.—*Exchange.*

Only One Match.

Bell and Johnson one day last week were caught out in a freezing snow storm with on a lake in Indiana, when it was already growing dark. They had but one match. They got ashore. Johnson spread his rubber coat on the ground, and turned the boat upside down over it. He then crawled under the deck boards into fine shavings upon the rubber coat; then taking his oiled gun rags from his cartridge case, poured his bottle of gun oil upon them; some of

the rags he saturated with whisky. He tried several times to get fire by shooting under the boat, but did not once succeed in igniting the rags. By this time they were nearly frozen. The time had come to see what virtue there was in the match. They could delay no longer and live, for they were perishing. They felt that their lives depended upon the match. Johnson imagined that the coat was damp and cold and might extinguish the fire, so he called to his friend to empty his shell-box and hand it to him. This being done, he carefully gathered his shavings and rags into it. Though already suffering with the intense cold, Johnson and Bell took off their outer coats and stuffed them under the side of the boat to prevent the wind's putting out the match. Fearing the awful consequences of a failure, Johnson weakened and asked Bell to strike the match, which Bell lacked the courage to do; so, with fingers nearly frozen, Johnson took the solitary match, upon which the lives of two souls depended, and, with trembling hand he at first struck, oh, so carefully, on the end of the match-safe. The second stroke less gently than the first. The third stroke, with more vigor, ignited the match and they were safe.

An English workingman, just past the middle age, found that his pipe which for many years had been a great comfort to him, was beginning to seriously affect his nerves. Before giving it up, however, he determined to find out if there was no way by which he might continue to smoke without feeling its effects to an injurious extent. He accordingly wrote to a medical journal, and was recommended to fill the bowl of the pipe one-third full of table salt and press the tobacco hard down upon it, as in ordinary smoking. The result was satisfactory. During the process of smoking the salt solidifies, while remaining porous, and when the hardened lump is removed at the end of a day's smoking it is found to have absorbed so much of the oil of the tobacco as to be deeply colored. The salt should be renewed daily.



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MOTHERS, READ.

GENTS:—About nine years ago I had a child two years old, who I thought at once doctor I had attending her could not tell what ailed her. I asked him if he did not think it was worms. He said no. However, this did not satisfy me, as I felt convinced in my own mind that she had. I obtained a bottle of Dr. C. McLANE'S CELEBRATED VERMIFUGE medicine. I gave her a teaspoonful in the morning and another at night, and within a few days she was well and was a well child. Since then I have never been without it in my family. The health of my children remained so good that I had neglected the worms on exhibition in my store weeks ago, when two of them presented the same sickly appearance that Fanny did nine years ago. I thought at once to be worms, and went to work at once with a bottle of Dr. C. McLANE'S VERMIFUGE medicine. I gave her four of my children, their ages being as follows: Allen, 9 years; Charles, 7 years; Emma, 6 years; John, 5 years. Now comes the result: Allen and Emma came out all right, but Charles passed forty-five and Johnny about sixty worms. The result was so gratifying that I sent two days in showing the wonderful effect of your Vermifuge around Eliza, and now have the worms on exhibition in my store. Yours truly, JOHN PIPER.

The genuine DR. C. McLANE'S VERMIFUGE is manufactured only by Fleming Bros., Pittsburgh, Pa., and bear the signatures of C. McLane and Fleming Bros. It is never made in St. Louis or Wheeling.

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