

Do You Want to be a United States Senator?

Up in Washington an effort is being made to defeat a U. S. Senator for re-election, one of the major charges against him being that he is non-progressive and never improved his home town by "nailing two boards together or laying one brick on another."

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15,000 acres of the most fertile land in the State of Idaho will be thrown open for settlement under the Carey Act of

OCTOBER TWELFTH

This tract is on the south bank of the Snake River, on the main line of the Oregon Short Line Railway, eight miles east of Glenn's Ferry, a division point on that road. The choosing of the land will be under the supervision of the State Land Board of Idaho. Location unexcelled, with the very best transcontinental transportation facilities and closest markets. Climate uniform; no extreme heat or cold. Lots of sun. Water is perpetual and a great surplus provides enough for 50,000 acres and 10,000 horse power besides. Soil is volcanic ash, decomposed lava and vegetable mould. None better for fruits, alfalfa and sugar beets.

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DEMOCRATS OF ILLINOIS MEET AT PEORIA

Peoria, Ill., Sept. 9.—The democracy of Illinois took Peoria by storm today. The state convention, to be followed by speeches from William J. Bryan, John W. Kern and Adlai Stevenson, attracted one of the largest crowds that ever attended a political demonstration in Peoria.

As the state convention proceedings were purely of a perfunctory character, the interest in the gathering centered in the speech-making. Mr. Bryan arrived from Chicago under escort of a large delegation representing the Cook county democracy. Mr. Bryan and Mr. Kern are to speak on issues of the national campaign. The address of Mr. Stevenson will mark the formal inauguration of his campaign for the governorship.

Mr. Bryan said in part: "There is no twilight zone between the nation and the state in which the exploiting interests can take refuge from both. There is no neutral ground where, beyond the jurisdiction of either sovereignty, the plunderers of the public can find a safe retreat. As long as a corporation confines its activities to the state in which it was created, it is subject to state regulation only; but as soon as it invades interstate commerce it becomes amenable to federal laws as well as the laws of the state which created it and the laws of the states in which it does business.

How strict can these laws be? Just as strict as may be necessary for the protection of the public. Our platform outlines the regulation deemed necessary, and the regulation is specifically set forth in order that our opponents may not be able to scare the public by predicting hurtful legislation. Our platform, unlike the republican platform, says what it means and means what it says.

A distinction is drawn between the railroads and other corporations. The railroad, being a quasi-public corporation and, as such, being permitted to exercise a part of the sovereignty of the state, is subject to regulation at the hands of both the nation and the state, but this regulation is intended, not to cripple the railroads but to increase their efficiency. The people at large are as much interested as the stockholders are in the successful operation of the railroads. Their own pecuniary interests as well as their sense of justice would restrain them from doing anything that would impede the road or reduce its efficiency. The traveling public is vitally interested in the promptness of service, for the payment of fares sufficient to command the most intelligent service, for life as well as property is in the hands of those who operate the trains,

guard the switches and keep the track in repair.

The democratic party would distinguish between those railroad owners, directors and managers who, recognizing their obligation to the public, earn their salaries by conscientious devotion to the work entrusted to them, and those unscrupulous "Napoleons of Finance" who use railroads as mere pawns in a great gambling game without regard to the rights of employees or to the interests of the patrons. It is in the interest of honest railroading and legitimate investment that the democratic party seeks to ascertain the present value of the railroad properties and to prevent for the future the watering of stock and the issue of fictitious capitalization; and it is in the interest of both the railroads and the public that it seeks only such reductions in transportation rates as can be made without wage reduction, without deterioration in the service and without injustice to legitimate investments. The democratic party insists that in the matter of regulation of railroads both the state governments and the federal government shall act up to, and yet within, their powers; for nothing else will restore the confidence and good will that ought to exist between the railroads and the people. In dealing with manufacturing and trading corporations the democratic party draws a distinction between those corporations—and they constitute the great majority of all the manufacturing and trading corporations—which are engaged in a legitimate effort to supply what the consumers need, and the very corporations which are seeking by conscientious methods to take advantage of the public on the one hand, while on the other hand they bankrupt competitors, oppress the producers of raw materials and deal arbitrarily with their employees. It endeavors to protect the innocent corporations by visiting punishment upon those corporations which are guilty of infractions of the moral and the statute law. Here, too, our platform is specific and no one can use its language to frighten any business man whose transactions are fair and whose income is honestly earned.

No one can contract the plain, straightforward declarations of our party with the vague and ambiguous utterances of the republican leaders and the republican party's candidate without recognizing that our appeal is to the judgment and good sense of the voters who desire justice for themselves and insist upon justice being done by others. Our party, if entrusted with the power, will remedy the abuses which have grown up under republican rule and yet remedy those abuses with due regard to constitutional limitations and without injury to any legitimate business interest.

IF YOU KNEW
The merits of Texas Wonder you would never suffer from kidney, bladder or rheumatic trouble. It is a bottle (two months' treatment) sold by O. J. Hall, or by mail. Send for testimonials. Dr. E. W. Hall, 2824 Olive street, St. Louis.

OREGON EASTERN FINAL SURVEY NEARLY FINISHED

Harry Collins, who has been with the Oregon Eastern surveyors in the Cascade mountains above Hazel Dell for the past several weeks, arrived in Eugene yesterday and will remain here for some time. He states that the crew is working on the final location survey and he expects them to finish the work near the summit in two or three weeks. There is a stretch if the work between Lowell and Natron that will have to be done over for some reason or another, and as soon as the work in the mountains is completed this will be done and then everything will be in readiness for construction work.

Mr. Collins says it is the general opinion among Rankin's men that work on the railroad will begin in the early spring. They have located an excellent route, with easy grades, and construction work will be comparatively easy.

S. P. MAY PURCHASE PACIFIC & EASTERN

Medford, Sept. 8.—E. H. Harriman and party were met at the Medford depot Sunday morning by Mayor Reddy and other citizens and given a cordial welcome to Medford. After an auto ride through the orchard sections south of Medford and an inspection of the permanent exhibit building at the depot, the special took the wizard and party to Ashland, from which point Mr. Harriman went south.

The special car of Mr. O'Brien stopped at Medford again in the afternoon, and Mr. O'Brien inspected the terminal facilities of the Pacific & Eastern at this place. Trackwork privileges are wanted by this road, formerly the Crater Lake Railway, over the Southern Pacific Railway at Medford, and there is a remote possibility that the road may pass into the hands of the Southern Pacific. The recent determination to give special attention to the tourist travel to the Crater Lake National Park and the fact that 12 miles of track is already laid makes the P. & E. road an object of interest, aside from its prospective timber tonnage.

Mr. Harriman registered at Medford as from Arden, N. Y., although his summer home in the future will be at Politan Bay, Oregon.

FOR WOODSAWING

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ONE NIGHT ONLY

Saturday, September 12

THE PLAY OF THE HOUSE

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SPECIAL NOTICE

The newest Parisian "Directoire" worn by Miss Stanley. Designed made by Hale Bros., San Francisco.

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MYERS FAMILY HAVE SETTLED THEIR DIFFERENCES

Salem, Sept. 8.—The guardianship proceedings brought against Joseph Myers, the pioneer merchant, by his sons, Henry and Milton, were dismissed today.

The Meyers boys paid off their obligation of over \$50,000 to their father. The loss of the iron box containing their notes has therefore become of little importance.

Amicable relations have been re-established among the members of the Meyers family, and though a family reunion has not been held, it is expected that former relations will be resumed in a day or so.

This is the culmination of one of the most sensational family quarrels ever forced upon public attention in Oregon. Because Joseph Myers, over 70 years of age, declared his intention to wed Mrs. Zenaida De Rette his two sons, who had succeeded to the proprietorship of the dry goods store he founded, had him arrested on a charge of insanity.

While the insanity proceedings were pending Myers and Mrs. De Rette were married. Then guardianship proceedings were filed for the purpose of preventing Myers from squandering his money.

So enraged by these attacks upon him by his sons, Myers determined to teach the boys a lesson, and sent

to Salem on August 20 for his safety deposit box, which contained notes given by his sons, Milton and Henry, for amounts aggregating \$50,000. His intention was to press payment of the notes.

The box was sent by Wells Fargo express, with a stated valuation of \$10 on the box. After the box reached Portland and before it had been delivered to Mr. Myers, who was then staying there, the box was mysteriously stolen. But Myers senior demanded payment of the notes, which payment the sons refused to make unless indemnified against loss by the notes turning up in the hands of innocent holders.

HOP PICKING

Seavey Brothers will begin picking hops on their 130-acre yard on September 10. The yard is located five miles northeast of Eugene, on the McKenzie river. Pickers will be moved from Eugene, Springfield and Coburg free of charge.

HOP PICKING

Hop picking will begin on Patterson Island on September 19. Special did hops.

JOHN THORNSBURY

Hard drink for chills. CHAMBERS HARDWARE CO.