

THE CONDON GLOBE.

THURSDAY DECEMBER 8, 1903.

LET THE PORTAGE ACT STAND.

That the movement which has been started to repeal the Cello portage road law is inimical to the best interests of the people of Eastern Oregon in particular and the people of the state in general no doubt exists in the minds of intelligent people who have given the matter serious consideration. The claim that the prospect for the early building of a canal and locks by the federal government removes the need of a portage road built by the state, is not well founded. The dilatory methods which have been pursued by the federal authorities in the past regarding the opening of the Columbia river to navigation are well known to all Oregon people that but little encouragement can be found in the recent report from Washington that "the government is ready to commence work on the canal as soon as the state, or some individual secures and gives to the government the necessary right of way." The fact that this right of way "string" is attached to the proposition by the secretary of war lends color to the belief already prevalent that there may be more of bluff than real sincerity of purpose in the action of the secretary at this time and the further fact that there seems to be a disposition on the part of certain leading newspapers and politicians to misrepresent the facts regarding the status of the canal project adds to the fear among the people of the state that the purpose of the canal talk just now has been to throw dust in the eyes of the people with a view to securing the repeal of the portage road law at the special session.

Not long since the Oregonian, in publishing the report of the engineers regarding the canal, either by accident or design, prefaced the dispatch with head lines which seemed calculated to convey the impression that the entire \$4,125,000, the estimated cost of the canal had been appropriated and is now available for construction while the facts are that as yet only \$100,000 has been appropriated which with an unexpended balance of some \$200,000 left over from the defunct boat railway scheme, makes an actual fund of only \$300,000 available for the canal at this time. Senator Mitchell brought out this fact strongly in his recent letter to the Oregonian and while he seems to be sanguine of the early completion of the canal and that congress will make the necessary appropriations as the money is needed it is well known that congress is a hard matter to figure on, at least so far as western appropriations are concerned, and the fact that it is an open secret that the railroad lobby in congress will leave no stone unturned to delay and defeat the opening of the river makes the fate of the canal project all the more problematical. An other point that should be remembered in this connection is that the Oregon delegation is asking for a big appropriation this winter for the Lewis and Clark fair and all their energies will be directed toward securing that. It is admitted that the fair will be a failure if congress refuses the aid asked for and the state cannot afford to be turned down. This being the case it would be unwise as well as useless for the Oregon delegation to press the canal project at this session. If they should attempt it they might lose both. It may therefore be taken for granted that no appropriation for the canal will be made this winter and if the portage law should be killed at Salem there could be nothing done towards opening the river for another year or two at the best.

There is a vague sort of a feeling among the people of Eastern Oregon just now that certain members of the legislature who are clamoring for the repeal of the portage law may have been "touched" by railroad "influence" in the matter and the fact that some members in Multnomah county as well as a few east of the mountains are for repeal against the expressed wishes of the people generally as well as the commercial bodies of Portland gives some excuse for such suspicion. If the members of the legislature want to serve the people they will let the law stand. If they repeat it to serve the railroad company they will hear from the people in the future. The country

needs a portage and must have it. If \$165,000 will not build it appropriate more. Build the portage and the canal will be assured. Repeal the portage law and the canal will remain in the same condition that it has for 15 years. Take the case of the Cascade portage and canal as an example and stand pat.

Dr. E. Benjamin Andrews in the Review of Reviews protests against what he terms unnecessary destruction of American cattle ranges. According to Dr. Andrews, the ranges which are now impoverished can be made to recover their old fertility. With the establishment of suitable regulations pastures can be used in rotation, a period of rest given each, during which time all grazing and trampling of herds must cease, giving the grasses an opportunity to scatter. Barren places can be artificially reseeded and in old localities a better grade of grasses can be sown and grown. Australia has tried this recuperating process, a system of leasing being devised giving each grazer exclusive range rights for a term of twenty-eight years. The lessee cuts his domain in two, pasturing in alternative years, and in this way the whole range has vastly improved bringing Australia's waning cattle industry back to something like its old importance. Canada has had a similar experience according to this authority, and the excellent grazing rules now in force in that country have had much to do in attracting American cattle owners across the border.

The sale of a band of stock sheep, for \$1.30 per head, in Baker county, reported in these columns yesterday, is a sequel to the failure of sheepmen to ship out last spring at the solicitations of C. J. Millis, live stock agent for the O. R. & N. Mr. Millis drew a graphic picture of the conditions that would prevail this fall if the congested condition of Eastern Oregon ranges was not relieved while the price was good and the demand brisk. The hay crop was short in many localities this year, and the old supply was cleaned up last year completely, leaving no emergency supply for this winter. The supply of sheep on the range was greater last spring than the range could properly support, and now with this year's increase of lambs the herds in some portions of the state are out of all proportion to the amount of hay, and if a long winter ensues, the condition is not promising. It must be brought forcibly to the notice of stockmen, that herds must be cut down to the hay and range supply of the country.—East Oregonian.

When in need of fence posts give the Lost Valley Lumber Co. a call. They have 20,000 first-class fir and tamarack posts for sale.

Read the Market News in The Oregon Daily Journal.

Nothing is omitted which concerns the interest of buyers and sellers in the live stock, grain, provisions, produce and financial markets—the quotations are comprehensive, and are in every way reliable.

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A Canonsburg lady, while in conversation with a friend about an acquaintance who had been ill for some time, referred to the invalid as having taken physical culture, whereupon the second lady inquired if that were something similar to syrup of figs.—Ex.

We hereby place in nomination for street commissioner Mr. Jack Frost. He is the only personage so far who has been able to specify put Main street in a condition to travel with safety during the winter season. During the season Mr. Frost would take his summer vacation the streets do not need much attention and during the time he is doing business no one else can so successfully cope with the situation. Here's to Jack.

The report of Assistant Postmaster General Bristow, relative to the post office scandals, which was made public Monday, contains some startling disclosures. That men of prominence, occupying high official positions should be guilty of such brazen acts of criminality is, to say the least, discouraging to all persons who desire purity and honesty in governmental affairs. The present administration is entitled to much credit for the work already done towards ferreting out this corruption in high places and if President Roosevelt insists on his subordinates keeping after every guilty official until all are convicted and punished in a manner commensurate with their guilt he will do much to strengthen himself with the rank and file of the people all over the country.

Fight Will Be Bitter.

Those who persist in closing their ears against the continual recommendations of Dr. King's New Discovery for Consumption, will have a long and bitter fight with their troubles if not ended earlier by fatal termination. Read what T. R. Beall, of Beall, Miss., has to say: "Last fall my wife had every symptom of consumption. She took Dr. King's New Discovery after everything else had failed. Improvement came at once and four bottles entirely cured her. This great remedy is guaranteed for all Throat and Lung diseases by Condon Pharmacy. Price 50c and \$1.00. Trial bottles free.

Estray Notice.

We have taken up at our ranch near Ajax one past four-year-old brown gelding, weight about 1100 pounds (bar-) on left side. Was taken up about the middle of last May. Owner should come forward prove property and pay charges or the animal will be sold according to law.

39442 MALKY BROS. Ajax, Ore

ADMINISTRATRIX'S NOTICE.

Notice is hereby given that the undersigned has been, by the County Court of the State of Oregon for Gilliam County, appointed the administratrix of the estate of Jesse W. Nye deceased.

All persons having claims against said estate will present the same to me duly verified at the office of Hendricks & Bowerman, Condon Oregon, within six months from the date of the first publication of this notice. Dated Nov. 13, 1903.

ELIZABETH D. MARKS,

Administratrix of the estate of Jesse W. Nye deceased.

Hendricks & Bowerman attorneys for estate. Date of first publication Nov 19, 1903.

REGULATOR LINE STEAMERS.

From Portland to The Dalles. Steamers: "Bailey Gatzert," "Dalles City," "Regulator," "Metlako." Steamers leave Portland and The Dalles daily (except Sunday) at 7 a. m., connecting at Lyle, Wash., with C. R. & N. Ry. Co. for Daley, Centerville, Goldendale and all Klickitat Valley points.

Steamer "Bailey Gatzert" leaves Portland 7 a. m. Tuesdays, Thursdays, Saturdays, The Dalles 7 a. m. Mondays, Wednesdays, Fridays. Until further notice round trip tickets 50c to any landing between The Dalles and Portland on strs. Bailey Gatzert and Dalles City. Excellent meals served on all steamers. Fine accommodations for teams and wagons. Call on or address

H. C. CAMPBELL, Manager, A. W. Zimmerman] Portland, Or. Agent, The Dalles, Or.

STAGE TIME TABLE.

Stages will arrive at and depart from Condon on the following schedule.

ARRIVE FROM
Fossil.....9:30 A. M.
Arlington.....2:30 P. M.

DEPART FOR
Arlington.....9:45 A. M.
Fossil.....2:30 P. M.

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Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure E. W. Grove's signature is on each box.

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Treasurer's Notice.

All county warrants registered prior to Oct. 1, 1902, will be paid upon presentation at my office. Interest ceases after Sept. 10, 1903.

P. H. STEPHENSON,

Treasurer of Gilliam county, Oregon.

All persons desiring to settle their accounts with us during our absence from town can do so by calling at the Condon Pharmacy where our books have been left. 1011 Spring Street & R-O-RAS.

Threshing Outfits for Sale.

We have for sale six or seven large and small threshing outfits, some fitted with horsepower, others with steam. We can sell a good rig for \$400 or \$500. We have one rig which has been run only 40 days which we will trade for horses. Parties in need of a threshing outfit will find it to their advantage to investigate our line of bargains. Call on or address, 111 Oregon Trading Co., Waco, Ore.

BAPTIST CHURCH SERVICES.

Preaching services on the First, Third and Fourth Sundays of the month at 11 A. M. and 8 P. M.

Pastor holds service at Mayville the Second Sunday in each month.

Sunday School, 10 o'clock every Sunday morning. Prayer meeting, Thursday evenings at 8 o'clock.

Everybody cordially invited to attend these services. F. C. FLOWERS, Pastor

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