

The Observer.

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D. C. IRELAND, Editor. C. L. IRELAND, MANAGER. FRIDAY, August 13, 1909

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"Now," says Uncle Sam to Mr. Wright: "Orville, you sold me one of them air things for \$30,000, tell me how to make it go."

Wright has broken another record. As things are going now it cannot be very long until some aviator will break a neck.

However opinions may differ as to Thaw's insanity, there is competent evidence on one point; that he is various kinds of a fool.

A press dispatch from Africa reports that "Roosevelt laid a corner stone." But that is no reason why Dawson, the special press correspondent, should cackle.

People are beginning to classify Luther Burbank with the fakirs. His wonderberry and thornless cactus, imported from Mexico, are two transparent frauds.

Colorado suffragettes are going into congress through the Colorado door if possible. They should have done this last year, so as to look after the tariff on petticoats, hosiery and gloves.

With one Sutton dead, another in the hospital, as the result of hazing, and the Sutton girl's picture in the papers as an incipient actress, the Sutton family is pretty well in the limelight.

Congress refused the request of the United States commissioner for \$3,000 to study a certain phase of child life, but granted \$15,000 for a scientific study of elms. This is no Rooseveltian.

The much mooted question of removal of military headquarters from Vancouver, has received its quietus from President Taft, who says, "there will be no removal in the immediate future—if ever."

The Evening Telegram intimates that if E. H. Elsg of the St. Helen Mist, and some of the Columbia county officials "had what was coming to them they would not be living in St. Helen." With the gleam of the old "Oregon style," Flagg says, "you're another!"

Every landseeker should have the Spokesman Review for the time covering the land drawings, August 9th to 16th. The Review will publish daily a correct list of names, addresses, and numbers drawn for each of the three reservations. The Observer will get it for you.

The dry farm experiment station for Eastern Oregon, to be conducted in cooperation by the federal government, under an act of the late assembly of Oregon, has been officially located at Moro, Sherman county, by the board of regents of the Oregon Agricultural College. The dispatch says "the act of locating the station was perfunctory, so far as the board was concerned, 'as the bureau of plant industry at Washington refused to cooperate unless the station should be located at Moro.'"

Someone has recently prophesied that Christ will appear within the next three years. People pay less attention to such prophecies than they formerly did, as they rightly believe that those making them are speaking of what they do not know. People are also more practical today and realize that to lead a true, upright and useful life is of far more account for this world, and assurance for the next, than to spend time in visionary thought.

WOOD WASTE DECREASING.

The waste wood heap continues to diminish and pass away. A Massachusetts manufacturer of brushes recently made a discovery in Maine which supplied him with material exactly suited to his purpose. He went to the Pine Tree State to buy wood for the backs of hair brushes and the handles of shaving brushes, and chanced to visit the yards of a spool maker who was using white birch. The spool man took the white part of the wood only, and was throwing away the red hearts. Thousands of cords had been burned or dumped in the lake to be rid of it. The red hearts were exactly what the brush maker wanted, and at little more than the expense of freight he supplied his factory.

This is typical of the trend of manufacturing. Waste of wood is still great, but it is decreasing. What one factory cannot use, another turns to profit. Formerly mills threw away half the forest-tops left in the woods, sawdust dumped in streams to pollute them and destroy fish, slabs burned in perpetual bonfires, and defective logs and low grade lumber as not worth moving. This policy does not generally prevail now. Some mills have put in machinery to work up their own by-products, others sell their waste to manufacturers who can use it, as in the case cited in Maine. The proper ties and uses of wood are now subjects of careful investigations, and the problem of turning to account the odds and ends and the by-products is brought more to the front now than formerly.

The United States Forest Service has taken up this subject in a comprehensive and systematic way. Investigations of the woods of particular states are being conducted, usually in cooperation with the states concerned. The plan, when fully carried out, will include every commercial wood in the United States, not fewer than 200 species. The properties of each will be investigated, its hardness, toughness, elasticity, durability, weight, fuel value, size of tree, region where grown, the common name by which it is known in different localities, and other matters of this kind. A history of the wood's use in the past will be given, and an account of present uses, together with suggestions for a wider range of usefulness in the future by pointing out in what capacities it will serve best and be most valuable.

Don't forget the date of the next Astoria regatta. August 30th, 31st and September 1st.

That lone jurymen in the Calhoun case, on for retrial in San Francisco, must be woefully ignorant to get accepted by attorneys on both sides of the case.

Gov. Fort of New Jersey, in an address to the physicians of that state recently, took pains to score some experts, so called. Many of his hearers seemed to have no difficulty in arriving at a conclusion as to whom the governor meant. He said, "During my terms upon the bench of the Supreme court of this state it was my privilege to see much of the medical fraternity of New Jersey. Experience has given me great faith in the medical witness; not, however, the medical expert witness. The man who testified today in a homicide case that the defendant is insane, and shortly afterwards testified that he is sane, is neither influential with the court nor respected by it. He is an injury to the profession and to the cause of justice; and the sooner doctors frown upon such men the better it will be for the profession. The state will aid you in this all it can."

In spite of all that may be said of electrifying transcontinental railways, the \$632,500,000 worth of steam locomotives now in use will have just about time enough to finish their natural life of 25 years. None will go to the junk heap before their day. A circle with New York as its center and a radius of 400 miles taking in a larger part of 13 states. A smaller circle around Chicago included most of nine states, and these areas contain nearly two-thirds of the population of the country. Within these two feet electric power will be exclusively used long before steam has been very generally abandoned in other parts of the country. There is great demand as ever for the steam locomotive, but large numbers of electric locomotives are also being manufactured. The fact is that up to the present time the use of electric power has meant merely a multiplication of the number of engines required. The electric motors take the place of steam engines only for comparatively short distances.

RIVAL RAILROAD EFFORTS.

Important Information Concerning DesChutes Legal Contests.

The Oregonian. Though there are no sure indications that the Hill people are behind the work of the Porter Brothers DesChutes canyon, there yet is a growing belief that they are. It seems to be too vigorous an effort for mere "bluff." In general the Oregon public would be gratified more by the construction of a Hill than a Harriman road for several reasons. First, it would put the Hill roads directly and fully into Oregon, and would lead to the development of much larger sections of country than any single system would occupy. Second, there is deep impatience throughout Oregon with the delays of the Harriman policy. People, therefore, are by no means displeased to see the Harriman interests forced to fight for positions that it might have taken and ought to have taken years and years ago.

DesChutes canyon represents difficulties for even a single road; but the Oregonian, after inquiry of those who know, does not now doubt that more than one is practicable. Without amicable arrangement, two would be very costly; and much of the way the country on either side would afford no great traffic. These conditions, however, would not deter construction, if larger objects were beyond. Those objects are supposed to be the development and traffic of Middle Oregon and the extensions to California connections.

When Porter Brothers went into the field most observers had doubts as to the purpose that moved them. Question at once was, Who is behind them? Is any strong hand behind them? Or is it an enterprise undertaken for speculation, on their own account? These questions are not yet answered to a certainty; may not be for some time to come. But their preparation, the force they assemble, the energy they display, the extent of the plans, they are beginning to put into execution and the expenditure their work already has entailed, are rapidly producing the impression and belief that they are contractors for a powerful system that intends to put a line through, for use in development of Middle Oregon, and make it their connecting link with California.

Porter Brothers are not rail road operators; they are not building this road to operate for themselves. If built, it must be intended as a part of a great system. And the indications are that it will be built, and will be joined with the North Bank Road. The Oregonian admits that it has heretofore been skeptical on the subject; and as frankly it admits that its doubts begin to disappear.

Should events cause them to disappear wholly, as now seems most probable, and that within a short time, then the question will remain whether the two great rival systems will each complete its road through DesChutes canyon and spread its lines over Middle and Eastern Oregon. For solution of this problem we may not have to wait long. It will be up to the heads of both systems in a short time. We shall then see.

To put the matter plainly, let us suppose that the Porter Brothers are the Hill people. The power that built the North Bank, then, is pushing this work as its California connection. It is not likely to desert. Frankly, all Oregon would like to see Hill build this DesChutes road, and Harriman to enter and traverse Eastern Oregon by other routes. This would make most for development and welfare of the country. There's a great coast country, too, that the Harriman roads could develop, better or more readily than others could, including the Coos bay country and all Southwestern Oregon.

One thing The Oregonian believes to be certain; namely, that the railroad development of Oregon, which has been delayed so long, now at last is close at hand, and that within a very few years the railroad mileage of the state will be doubled and even more. There are splendid prizes in large parts of this long-neglected state, both for railroads and for settlers, and the next decade should witness the doubling of the population of Oregon, and a still large ratio of increase in its industrial activities.

And what will it mean for Portland? The question presents no enigma; and the answer spells a mighty city. It gratifies The Oregonian to have received the assurance of substantial kind of the intent and

purpose that are pushing the work in DesChutes canyon. It is the beginning of a new era, if we do not mistake the signs.

Oregon Daily Journal.

The facts in the case of Porter Brothers do not seem to be those of mere bluff. The brothers are builders of almost national reputation. Commencing as mere tyros in the work and entirely without capital, their executive ability and genius have brought them success in many trying situations, and yielding them a competence of several millions. It is said that out of their own earnings, they have the means of financing DesChutes road. In addition, they hold rights-of-way, purchased at their own expense over practically all the private property for a distance of 130 miles in the canyon. As soon as the government approved the maps over the public lands, the operation of Porter Brothers, representing the Oregon Trunk, began. The operators have a large force of men and almost unlimited supplies of equipment, assembled through long years of railroad construction. All these resources are being hurried into the canyon with great energy. 1,500 men, with all the supplies and equipment necessary, will be at work along the line by the middle of the current week. Armed with rights of ways, throwing huge sums of money into the enterprise, and protesting that the line is simply financed, there seems little or less reason to believe that Porter Brothers are bluffing as that it is their opponents who are playing the great game of juggle. In any event Central Oregon is to be developed. It is the largest area of productive territory in the country that is not connected with the world's markets by a railroad. To reach it now with a transportation line ought not to be a bluff, for the construction of such a line is long over due.

Evening Telegram.

It is unnatural to suppose that a rich state in the Pacific Northwest can be continued indefinitely without railroads through four-fifths of its area. The time will come when those sections will be exploited, if not for their own sakes then because it will be necessary to use them for through traffic. Central Oregon is sufficiently fertile to warrant railroad construction for the sake of the local traffic. Already it is a heavy producer, and that production could be almost indefinitely extended were railroad transportation available. While the country has been kept bottled by the Harriman interests, which for years proclaimed that the country was little short of a desert and therefore not available for the purpose of railroad construction, and later made promises of building which were not kept, it begins to appear that there were other interests that kept their eyes on Central Oregon and are now prepared to begin serious operations. The public is taking it for granted that the line now projected through DesChutes canyon in opposition to the Harriman interests is very substantially backed, and that it will carry out the purpose for which it was organized. This gives that region the first genuine ray of light it has ever had. There have been some dubious flashes when short extensions have been built, but in the end it has been discovered that the rates have been so high wagon traffic has been kept out, and that was all. Any purpose of building railroads for the development of the country did not seem to enter the heads of the Harriman people. The old exploitation policy which had descended down the line from early Union Pacific days still seems to hold good in Oregon. Some genuine opposition, such as now has come, will do more for the development of the state than all other influences combined.

Why are the newspapers and the preachers always so much ahead of the community? There must be leaders.

If colleges keep on heaping honors on Roosevelt he will soon have as many degrees as the thermometer on a hot day in August.

President Taft will see something of the Pacific Northwest next fall.

Starting from Chicago September 16th, he will arrive at Denver the 29d, Salt Lake 24th, Butte and Helena 27th, Spokane 28th, Seattle 30th, Portland October 2d; thence homeward through California and Albuquerque.

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One brown mare aged 6 years, branded LE on left shoulder, B on left stifle, white hind feet, weight 950 lbs, heavy with foal.

One bay yearling horse colt, branded ZW on left stifle, white strip in face, white hind feet.

One bay yearling mare colt, branded ZW on left stifle, white spot in forehead.

One horse mule colt, yearling, branded ZW on left stifle, gray in color.

Strayed or stolen February 20th, 1909, from pasture 21 miles west of Condon, Oregon.

Reward will be paid for delivery to the Robert McIntosh farm, Ferry Canyon, or half of the reward will be paid for information leading to their recovery.

\$25 Reward

For information leading to the recovery of the following: Strayed or stolen on or about June 25th, 1909, one bark-bay gelding, three years old, small white spot in forehead, wire scar on front of right hind ankle, weight about 1300 pounds, Belgian stock, heavy set well muscled horse. Write or phone N W THOMPSON, 342-118 Moro, Or.

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In the County court of the State of Oregon, for Sherman county. In the matter of the estate of Benjamin F. Shaffer, deceased.

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In the County court of the State of Oregon, for Sherman county. In the matter of the estate of Rebecca Mc Lane, deceased.

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W. C. Bryant George Mowry Bryant & Mowry, Lawyers. Rooms 1, 2 and 3 over W W W Co MORO OREGON

Frank Menefee Fred Wilson Menefee & Wilson Attorneys - at - Law. Office in the Vogt Block, upstairs MORO OREGON

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