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Convict-Built Roads

The benefits of our state from the possible outcome of the present movement set in motion by the recent appointment of a state road commission are inestimable. This commission was provided for by the passage by the last legislature of Senate Concurrent Resolution No. 31, which provides for a committee of five to examine into the feasibility of constructing a macadamized road from Portland to the south line of the state, the work to be performed by convict labor. The commission held its initial meeting Sept. 20, effected its organization, and already has committees at work on the practical progress of its business. It is bound, however, to report on the feasibility of the proposition, and will render its findings upon this point as truly and honestly as upon any other. This is a work that should receive the encouragement and assistance of every citizen of Oregon. Nothing so greatly improves a state or a county as good roads, and no state has half enough of them. The very nature of the question at once places it beyond the contests of partisan politics, and nothing can constitute a reason for opposition to the movement save a possible objection to the location. On this point it should be remembered that above and far beyond the technical premises of the resolution, which has brought this first commission into existence, and which provides for a certain stretch of road, is the question of practicability of employing the convicts on the road. If it is practical to build one good piece of road of sufficient extent to demonstrate the success of the venture, it will be practical to keep the convicts employed in road building for all time. The principal argument in favor of the scheme is that it takes the work of the convicts out of competition with the free labor of the state by creating an entirely new field for their services which, except for the question of the best possible employment of the convicts themselves, would not be created for many years at least. The question of good roads is a paramount one all over this nation, but nowhere more than in Oregon. Pause and make a hurried estimate of the amount utterly lost in traveling over poor roads as compared to good ones, and how long would it take the energy so wasted to make every legal road an everlasting pavement. A very few years in any populated region, and in no conceivable public improvement could the money be better spent. The Labor Press takes this opportunity to urge every one of its readers to help make this a live issue henceforth. Talk it up on all occasions. As soon as you find a budding candidate for office ask him how he stands on this road question, and specifically upon the matter of so employing the convicts. We would respectfully call the attention of the press of the city and state to this matter and urge that they give the subject thought and then discuss it in their columns as they conscientiously think it should be discussed.

Let us all constitute ourselves a joint commission in this matter. If you think the adventure unsound, say so and give your reasons.

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For less money

L. SWETT, RAINIER

A little better
For same price

This Week's Store News.

Ladies' Shirt Waists, 67 Styles, 65¢ to \$9.50 each
Ladies' Tailor Made Suits, fit guaranteed, \$7.50 up.
Ladies' and Misses' Coats, Jackets, Capes, Furs, Etc.
Kimonas, Wrappers, Petticoats, Undermuslins,
Biggest Selection Ever shown.

Latest Creations MILLINERY Walking Hats Caps

Men and Boys Suits Trousers, Overcoats And Rain Coats.

\$15 Men's Suits Only \$12.15. All Wool Trousers from
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SHOES, HATS, CAPS.

We have closed a contract with the largest factory in the country and will sell

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Men's \$4.00 shoes for \$3.65; Loggers \$6.00 shoes for \$5.50; Log-
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shoes for \$1.75; Children's \$1.50 shoes for \$1.25.

Just for fun
This Week **95 Cents** Wool Sweaters
Fancy Colors.

The Favorite

A High Grade Sewing Machine
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\$18.00

Pacek flour
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12¢ etc per lb.

ons If every dissenting argument can be thoroughly offset, and a unanimity of public support secured such as work of so generally beneficial a nature as this should have, it is quite conceivable that the result will be a permanent character of internal improvement for the state such as no similar outlay has ever accomplished. It is of paramount moment that this road commission shall report favorably upon the feasibility of this plan, and it is up to the citizens of the state to help show the commissioners that it is feasible.—Portland Labor Press.

One Cold and Another

The season's first cold may be slight—may yield to early treatment, but the next cold will hang on longer; it will be more troublesome, too. Unnecessary to take chances on that second one. Scott's Emulsion is a preventive as well as a cure. Take

SCOTT'S EMULSION

when colds abound and you'll have no cold. Take it when the cold is contracted and it checks inflammation, heals the membranes of the throat and lungs and drives the cold out.

Send for free sample.

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50c. and \$1.00 • • • All druggists

BEN HUR

General Wallace's World Famous
Play is Scheduled for

PORTLAND

Klaw & Erlanger's colossal production of General Lew Wallace's impressive Biblical romance "Ben Hur"—Startling in its emmensity—can only be considered as second in comparison to the Lewis & Clark Centennial Exposition as a feast for the eyes. This great play, which has commanded the attention of the Pope of Rome, King Edward of England, President Roosevelt, Archbishop Ireland and other prelates, rulers and important personages of the world, aroused the interest of the entire states of Oregon and Washington, when staged in the city of Portland two years ago. And now with the announcement that it is again to be enacted in that city at the Marquam Grand theatre for six night performances (exclusive of Sunday) starting Thursday October 19th, will no doubt cause many to journey there to witness it the same as before.

In order to accommodate the out-of-town public Calvin Heilig, Manager of the Marquam Grand Theatre, will give his personal attention to all orders for seats sent through the mail, if accompanied with remittance. The scale of prices governing the engagement will be \$2.00 and \$2.50 on the lower floor and \$1.00, \$1.50 and \$2.00 in the Balcony. All railroad lines entering Portland are to make low excursion rates, so by inquiring of the local railroad representative, full information concerning the same can be ascertained.

Nehalem Road to go it Alone.

"E. E. Lytle has no connection with the Portland, Nehalem & Tillamook railway," said Mr. Reid today. "No negotiations have been carried on between the company and Mr. Lytle, excepting that conferences have been held upon the subject of a division of the territory comprehended by the project of our company."

"Four routes have been surveyed between Portland and Tillamook bay. We have believed that there is room for two railways to that point, and we have been willing to agree with Mr. Lytle to take one of the routes and allow him to take another and both proceed with work, with no antagonism of any character."

"The possible tonnage to be developed in that region is so enormous that there need to be no quarrel between roads projected. We are not pursuing a 'dog-in-the-manger' policy; such a policy has already been detrimental to this state. There is room for all and we have not the slightest disposition to obstruct any other company that might be formed to construct a line into the Nehalem country."

Mr. Reid is the projector of the Nehalem road. He built the original Seaside road from Astoria along the coast south from the mouth of the Columbia river, and now a part of the Astoria & Columbia River railroad, and also the Sheridan branch, now a part of the Southern Pacific system.

"It has been incorrectly stated," said Mr. Reid, "that our contracts call for completion of the first 10 miles from Hillsboro before December 1; the contracts call for completion before December 31, and the chief engineer, Mr. Davis, tells me the work can be done easily within 30 days from today. Much of the bridge work has been done and some of the grading. We can carry out the terms of the contract and the expectations of the London bondholders are to be met."

Mr. Reid alleges that the Harriman interests have employed obstructive tactics to prevent the consummation of the Nehalem company's plans by cabling inaccurate statements to London.

"But we have received word from our London people," said Mr. Reid, "which indicates that they are not deceived, and we are confident that we will be able to carry to completion the plans for our road and that before long we will be hauling freight and passengers into this city over our line."

The Nehalem company claims to have received from the Harriman people a proposal to give them an exclusive tonnage agreement with a connection at Hillsboro.

UNSEEN DANGER IS ON OUR TRACK

From the time of our birth till we lie down for the last time.

The best defense from the dangers of disease is vigor of body and activity of the natural functions.

The kind of assistance is important. It must not be stimulation for that gives but temporary effect, and the reaction is more than depressing. Take a tonic—one that will re-establish normal digestion and assimilation and prove a reconstructive rather than a promoter of waste. This will give nature a fair chance to put in motion normal work of repair and tissue building.

Such a tonic was given in Nature's Laboratory, hidden in the ground and brought thence forty years ago by Dr. R. V. Pierce, who has made the treatment of lingering diseases his life-long study and care.

He uses glyceric extracts instead of alcoholic ones, exactly proportioned and combined by processes of his own invention, first used in his private practice and now given out freely to the world in his "Golden Medical Discovery," which is composed of Golden Seal root, Queen's root, Stone root, Black Cherry bark, Blood-root and Mandrake root.

Mrs. A. T. Jones, of 923 Hayes Street, San Francisco, Cal., writes: "As a child I was delicate, and great care was taken of me because some of my relatives had died of consumption, although my father and mother were healthy. I grew up with only the ordinary diseases of all children, but about two years ago I contracted a severe cold, which would not yield to such home-treatment as was handy. Doctors were tried, but after three months of this treatment I was only worse. Then I was advised to try Dr. Pierce's Golden Medical Discovery, and am glad to say that three bottles not only cured me of the cold and cough, but made me feel better than I ever had before. I will always have a bottle of this medicine in the house."

These tiny, sugar-coated antibilious granules regulate and invigorate Stomach, Liver and Bowels. Do not forget the "pill habit," but cure constipation. One or two each day for a laxative and regulator, three or four for an active cathartic. Once tried always in favor. Put up in vials; always fresh and reliable.

A MATTER OF HEALTH



"We rejected and shall reject, all such offers," said Mr. Reid. "Our plans call for a connection with both the Southern Pacific and the Northern Pacific for entrance into Portland, and we shall never consider any other arrangement. The idea is to have two connections to give shippers the option of routing over either the Southern Pacific or the Northern Pacific, so as to prevent the control of the traffic from passing into the hands of either of these roads."

The first 10 miles now under construction is from Hillsboro northwest to Roy's Junction. The survey of the four routes show that the maximum gradient will be 2 per cent; most of the distance the grade is not more than 1 per cent. The distance from northern route, which is looked out with the most favor by the company, is 97 miles; via the Sheridan route, which there is some talk of building by the Southern Pacific, the distance is 120 miles.

The cost of construction is said to be not more than \$25,000 a mile for the entire line equipped and ready for traffic.

A member of the town council of the town of Houlton recently made the offer to the County Court, that if the county would crush the rock, the city would furnish the labor and teams necessary to place the same upon the county road running through town, but was coolly told that there was the crusher and to go crush the rock itself if it wanted rock. If the County Court is disposed to discriminate, we know of no way to prevent it, but the Register is determined that the people shall be no longer hoodwinked by the repeated blasts of hot air emanating from the court or any individual thereof. At the present adjourned session of the court \$185 more was allowed on the Clatskanie-Mist road. The road has been closed for travel and cannot again be used until the county goes over the grade and straightens it up and puts in two or more culverts. This must be done in the spring, but it should be taken from the road fund and not from the county general fund.

The petition by sixty taxpayers of Houlton and vicinity was read, and commented upon by the county Judge, as not being signed by any one at Vernonia. The petition was not circulated there or it would have received the signature of every taxpayer in that end of the county. A few of them have found it convenient to trade in Houlton, but the bad roads make it next to impossible for them to get over the mountains, and they are compelled to drive to Clatskanie where they have a better road even if they do have to pay a little more for their provisions.

Monday and Tuesday were fine days for winter.