

LIDLAW CHRONICLE

Published Every Friday at Laidlaw, Ore. by the Chronicle Pub. Co.
W. P. MYERS, Editor. STELLA D. MYERS, Business Mgr.

DEVOTED TO THE INTERESTS OF CROOK COUNTY IN GENERAL;
LAIDLAW AND THE IRRIGATED DISTRICT IN PARTICULAR.

SUBSCRIPTION RATES
One Year..... \$1.50; Six Months..... 75 cts
ADVERTISING RATES
Display, per inch per month, 50c. One Insertion, 15c.
Local and Classified Liners, 5c.

Entered as second-class mail matter November 16, 1905, at the post office at Laidlaw, Oregon, under the Act of Congress of March 3, 1879.

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FRIDAY, AUGUST 28, 1908.

REPUBLICAN TICKET.

For President, **WILLIAM H. TAFT**, Of Ohio.
For Vice-President, **JAMES S. SHERMAN**, Of New York.

PRESIDENTIAL ELECTORS.

J. D. LEE, of Multnomah County.
F. J. MILLER, of Linn County.
A. C. MARSTERS, of Douglass County.
R. R. BUTLER, of Gilliam County.

DID you read the Democratic and Republican Tariff planks in our last issue? Better read them and see which you think the more safe and sane and which promises the better relief.

MR. BRYAN was in congress during Cleveland's administration and his vote is recorded for the iniquitous "Wilson" free trade bill which gave us such good (?) times in 1893-4. Do you want a repetition of the dose? If so, vote for Bryan and his Free Trade policy.

MR. BRYAN is good at framing political slogans. In his first campaign it was the "Cross of Gold". In the second it was "Anti Imperialism." In this one it is "Shall the People Rule?" The people, at the close of his two last campaigns have advised him in no uncertain tones that he is not fitted for the presidential chair, and will probably convince him this time that the people do "Rule" and that he is to continue to make money by his lecture and literary efforts. He may even keep on until he becomes a "Bloated Bond Holder" if he wishes.

WITH the advent of the railroads into this section the increase of population will make the need of a higher institution of learning imperative. In Laidlaw we have the ideal location for such a school and steps should be taken toward interesting proper parties in the founding of a good private school here. We have a beautiful location; a town of good morals and free from the influence of the liquor business and the temptations connected therewith. We can make this the school town of Central Oregon. Shall we?

IN a recent address Mr. Oswald West, Railroad Commissioner for Oregon, gave some very interesting statistics as to the earnings of the rail roads of the State and the rail road construction during the past twenty years. According to Mr. West the net earnings of the O. R. & N. in Oregon during 1907 were over \$5,000,000. More than enough to build a line either from Detroit or Natron to the East line of the State. Mr. West says that if lines are not extended into Central Oregon in accordance with the promise just made that it is the intention of the Commission to cut railroad rates in every possible case and to reduce the earnings of the roads in proportion to the services they give the state as a whole.

MR. HARRIMAN has definitely stated that he will at once begin construction of a railroad into Central Oregon but has not said by which route he will enter. Some correspondents for the Portland papers say it will be an extension of the Shaniko branch, others that it will be by way of the Deschutes canon, and some by another route. What interests the people more is the fact that a railroad is to be built in the immediate future to give us transportation facilities and while one route would be more pleasing to some than another and vice versa yet the important fact is that we are to have a rail road into this long neglected region. Mr. Harriman has said that construction work would probably begin within sixty days and would be continued until the line reached interior Oregon.

No survey work has been done on the old Shaniko extension since Harriman interests assume control and no location survey has ever been made. But little or no work has ever been done by the Harriman people up the Deschutes that would be available for immediate construction work. On the other hand the Corvallis & Eastern is sectionized from Detroit to this side of the summit and the work was being rapidly extended at the time of the financial crisis last fall. This line is ready for immediate construction; much of the grade work is done this side of Detroit and engineers are now on the line, ready for further work, and we predict that if construction work is begun within sixty days that it will be on the C. & E., the Oregonian reporter to the contrary notwithstanding.

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