

STATE HAD PARTNERS IN BASE LAND DEALS

Eastern Oregon Farmer and Agent West Have Interesting Correspondence

State Land Agent Oswald West is flooded with letters from people who have purchased land from the state in former years. The following letter from an Eastern Oregon farmer is a fair sample of the correspondence:

Letter From Citizen.

Bakeoven, Dec. 31, 1904.
Mr. Oswald West, State Land Agent, Salem, Oregon.

Dear Sir: Yours of the 13th inst. came duly to hand today with contents noted in regard to you being able to furnish base for the purpose of re-selecting my rejected list No. 327, at the rate of \$5 per acre, which is a dollar more per acre than what I purchased it for. At the time I made my application of purchase the price bargained for was \$4 per acre, which is far more than this land is worth.

The land is not the object. I did not buy it for the land which is nearly all rocks. As my homestead here is sand and waterless. I bought it for a water right.

I don't understand this way of doing business, this state of Oregon selling land at the rate of \$4 per acre, then afterwards demanding \$5 per acre—It is just this way about it, if I am not worthy of the purchase bargain and this institution called the state of Oregon will agree to refund the money I paid on the same conditions and the amount, they can keep the land. If they have sold me land based upon worthless rotten script, I think it is their duty to make it good.

I don't see that there is any justice in compelling me to buy new script when they have been swindled on the purchase bargain: If I can't get a square deal on this case I guess I will have to leave it to the court to decide.

Yours very truly,
JULIUS W. CORNAZ.

Bakeoven, Wasco, county, Oregon.
Mr. West in replying to the letter says:

Letter From State.

Salem, Ore., January 6, 1905.
Mr. Julius Cornaz, Bakeoven, Ore.

Dear Sir: I am in receipt of yours of the 31st ultimo, and while I feel sorry for you and admit that you have a good cause to complain, there is nothing in the world that I can do for you other than that proposed. The state received but \$2.50 per acre for the land the other \$1.50, you say you have paid, has gone to the private individuals who furnished you the base. There are hundreds of people in the same fix as you are and have no recourse but that of receiving back the money they have paid the state.

As soon as the list by which this tract selected is cancelled, you might

buy it from the Government as an isolated tract, that is if it is isolated. This can be done by having it advertised by the Dalles Land Office for 30 days and then sold to the highest bidder. There will probably be no other bidders and you will be able to get it for \$1.25 per acre.

If the tract is reselected for you by this office, it will cost you \$5.00 per acre, as provided by law, and you will receive credit for whatever sums you have already paid to the state.

If I can be of any service to you at any time please advise me and I will be pleased to aid you.

Yours very truly,
STATE LAND AGENT.

Curse of Misfit Shoes.

The national curse of the United States is no longer the drink problem.

It's a problem of walking—and shoes.

Teachers attending the National association convention at the Auditorium annex made the discovery that 90 per cent of the women and many of the men do not know how to navigate the streets properly. "Sliding," they say, "is not walking, and the 'kangaroo' high step is a jar to the nervous system."

First, William Schuyler of St. Louis started the assemblage by announcing that by close observation he had discovered that a vast per cent of the women teachers of the country did not know how to walk correctly.

"They simply slide along in the easiest manner possible, paying no attention to the rules of physical culture, of which they are supposed to have at least some knowledge," said Mr. Schuyler.

As this statement was not disputed, even by the women teachers present, it was allowed to stand.

Then President William H. Maxwell, who is superintendent of the public school system of New York, contributed the last link in the chain of evidence by denouncing the manner of walking of ordinary mortals as well as teachers.

"It is a national evil—a gigantic evil," said Mr. Maxwell. "And it is brought about largely by the fact that people wear misfit shoes."—Chicago American.

The electric tramway from Lima to Chorrillos, the first electric traction road to be operated in Peru, is eight miles long and reaches to Marranco, a popular neighboring seaside resort. The purpose of the road is to afford cheap and rapid transit between Lima and the much frequented bathing resorts of Miraflores, Barranco, Buen Pastor, Chorrillos, etc.

PINKERTON FLAYS THE RAILROAD COMPANIES

Kansas City, Mo., Jan. 7.—Sensational charges against the railway companies of the United States are made in a book entitled "His Personal Record," which is to be issued this month. Its author is William J. Pinkerton, foreman of a switching crew here, and a contributor for years to railway journals.

Eighteen years' continuous service in railroad work have furnished him the basis of the book. It is said that since Pinkerton's plans became public he has been offered by a high railway official great inducements not to publish the work. He declined.

The work is particularly timely in view of the unprecedentedly large number of fatal wrecks this year.

The age limit and unreasonable standard of physical examination, the writer claims, are directly responsible for the appalling increase in railroad disasters. He says:

"Thirty-eight years is the average standard age limit of most of the great railway corporations of the United States. One who has lost his position through resignation or discharge in many of the departments on all the big systems is barred from further employment at the vocation at which he has spent the morning of his life, if his age is above the limit.

"Public safety demands caution, and caution is synonymous with youth, clear eyes and clear brains, say the railway capitalists. And the public feels a little ripple of gratitude, an electric thrill of safety up its back, and snuggles confidently against the cushions.

"But wait a minute.

"It shall be the province of this book to tell where the age limit is unjust, wherein it work hardships and suffering, drives men to criminal practices, destitution and suicide, and sacrifices the public because inexperience is cheaper in the labor market than experience—cheaper for the capitalist who buys.

"It is not generally known that all the great railways have systems of espionage and bureaus of information, interchangeable and unlimited in scope, through which every act of the employe's life is traced, tabulated, and in time arrayed against him; that an applicant for a position in the traffic service of a railroad must fill out a personal record blank covering his entire life, and must, in many cases, file a tintype photograph of himself—a tintype because it cannot be retouched, and because it will show all facial blemishes and marks which surgery at some future time might remove.

"The candidate for employment on a railway is subjected to a more rigid examination than a recruit in the United States army. Give the railway's medical examiner—in some cases a strapping from the bench of a machine medical college—a good animal, sound of wind and limb and flesh from the handles of the plow and he will not thump the applicant for a hollow sound. But the veteran railway man, with the tip of a finger missing since he made a coupling one night last winter, is thrown upon the rubbish heap undone by his experience.

"The writer objects not to a reasonable examination for color blindness and hearing, but enters emphatic protest against the universal practice of these greedy powers of disposing of the veteran before he shall become a subject for participation in the various so-called 'relief funds.'

"Millions of dollars are collected in hospital and pension fund assessments by the railway companies of the United States. Not one-tenth of this money is ever expended, and it is not charged that the railway companies do not fulfill their obligations. But by ridding themselves of old employes and taking on in their places men who are less liable to present claims for assistance, they have the millions for use in the prosecution of their business.

"They are jealous in the protection of these funds, to which they do not contribute one cent, and careful that the men who maintain them are removed before age or misfortune shall make them subject to the benefit to which they are entitled. This reason, and this alone, is the explanation of the age limit and physical standards of railroads.

"The training of a railroad man is a matter of years. One who has entered service at 20 is thoroughly seasoned at 35. For the next 10 years he is worth more to his employer than he was during the 15 years of apprenticeship. But he must go. The 'wooding out' process is carried on incessantly and quietly. Men are discharged every day on the most flimsy pretexts.

Further on Pinkerton says: "Department is pitted against department, superintendent against superintendent, when it becomes necessary from the standpoint of 'high finance' to increase dividends. The

word goes out that operating expenses must be reduced. Retrenchment is made sometimes by actual reduction in the daily wages of employes; sometimes by increasing the amount of piecework or increasing the tonnage; sometimes mileage is added to monthly men while reducing the number employed, besides replacing brakemen on passenger trains by negro porters who will perform in a way the brakeman's work as well as all sorts of menial tasks at less than half their pay. What does 'high finance' care about human life so long as dividends increase?"

These extracts are from the first chapter of "His Personal Record," and give an indication of the general tone of the volume. Specific wrecks are cited in substantiation of arguments the author makes.

FIGHTING FRUIT PESTS

"It is unjust to those fruit growers who spray their orchards to permit others in the same neighborhood to neglect this duty and harbor millions of pests to scatter over the adjacent country and damage every orchard in reach of them," said W. L. Buckner of Free-water to an East Oregonian reporter.

"The law should be enforced and every man in the country should be compelled to spray his trees right now, while the pests can be reached. There are many orchardists in the Milton and Free-water districts who keep clean orchards and grow practically clean fruit but there are neighbors all around them who violate the law, refuse to spray, and thus lower the general standard of the fruit produced in that district.

"It is not costly to spray for the aphid and scale. I have just sprayed 500 young trees and the cost of the material was not more than \$15. The work is simple and any man can do it who will exercise care and common sense, and the law should be enforced.

"We are shipping our fruit to Walla Walla, where it does not command a fair price, because it comes from an infected district. Buyers come into our orchards and pick out a few boxes of the best grades, and our wormy, pest-ridden fruit is left on our hands, unfit for use and a disgrace to the state.

"I hope to see the law strictly enforced next spring. Many of our orchardists take pride in their orchards, and take especial pride in growing clean fruit, but what can we hope, where a neighbor next door refuses to spray, and allows the pests to accumulate in millions to be distributed over the orchards of neighbors who have spent money and time in ridding their orchards of the pests.

"I have found a good formula to be as follows: Forty pounds of lime, 20 pounds of sulphur and 16 pounds of salt to 60 gallons of water. This solution is very strong and will be effective. Right now is a good time to spray. The solution should be so strong as to color the trunks and limbs of the trees, and a good practice is found to be that of wrapping a cloth around the tree just below the limbs. The pests, in crawling up the trunk of the tree, will lodge under this cloth and can be killed easily.

"We are anxious to have the law enforced, and will co-operate with the horticultural commissioner at any and all times."

The Great Northern Railway Company of England reports that through alterations in working and changes in fares over a million more passengers than usual have been carried during the last half year.

The Taff railway steam motor service between Penarth and Cardiff is working satisfactorily and a number of new cars are being built for it by a Bristol firm.

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GINN & COMPANY, Publishers
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Stabbed on Street. St. Louis, Jan. 7.—Father Charles Quinn, of New York, while on his way to the station last night to take a train for Butte, Montana, was attacked by three footpads, and severely beaten. He was stabbed three times, and left unconscious on the street. His condition is serious.

Excursion Party Injured. New York, Jan. 7.—The derailing of a trolley car in the Brownsville section, Brooklyn, early this morning, resulted in the injury of 30 persons. Four suffered broken skulls, and two are in a dying condition. The carried a party of members of the Royal Arcanum.

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CAPTAIN R. E. LEE.

Author of "Recollections and Letters of General Robert E. Lee." Captain Robert E. Lee, whose book and recollections of General Robert E. Lee (Doubleday, Page & Company), has had such a remarkable reception in every section, is the youngest son of the great Confederate, whose full name the bears. He lived during his early boyhood at Arlington, the Lee mansion near Washington. He was a student at the University of Virginia when the

war broke out. Although his father was commander-in-chief of the Confederate armies, young Lee enlisted as a private in the Rockbridge Artillery, where he served with distinction and rose to be a captain. He met his father three times under fire. Once, at Sharpsburg, the commanding general ordered his son's battery into action after it had retired. Since the war Captain Lee has lived quietly on his farm at West Point, Virginia.