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guarantee perfect digestion, no matter what the condition of the stomach is. The reason is plain. They themselves digest the food and permit the stomach to rest and get well.

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VALLEY LEAGUE MEETS

Large Crowds in Attendance at the Eugene Conference

Papers Read Showing Resources and Possibilities of the State

Eugene, Ore., Sept. 29.—The city has been full of people all day and the attendance to the sessions of the Willamette Valley Development League is larger than expected. The heavy rains in Western Oregon the past week have kept down the attendance, detaining many of those who are interested in saving the hop and prune crops. The convention was called to order at the Lane county court house by the president, Col. E. Hofer, of Salem, who delivered the opening address and set the ball rolling along conservative lines in a carefully prepared speech that was repeatedly applauded. Mayor Wilkins, on behalf of the city of Eugene, welcomed the delegates and the whole was resolved into a mass convention. Judge Lowell, of Pendleton, delivered an address on a "Square Deal for Oregon" that was applauded over and over again. Judge Lowell was at his best and spoke out in a square and unmistakable manner, demanding just treatment of the entire state.

Hon. R. G. Smith, of Grants Pass, spoke on "Obstacles to the State's Progress," in his usual eloquent manner.

Report of Executive Committee.

Charles Grissen, of McMinnville, chairman of the board of directors and executive committee, submitted the following:

There is inherent in every people a desire to improve their condition. The right to exercise this privilege is guaranteed to every citizen in the United States, and because of this liberty, the nation has grown strong and prosperous.

Our own state has within two generations emerged from pioneer conditions into a prosperous commonwealth with modern cities, towns and thrifty farming communities. And yet, there remains within our borders vast tracts of unoccupied lands and countless undeveloped industries.

Some of these tracts will be in the near future reclaimed by irrigation, and brought to yield rich harvests, requiring increased transportation facilities.

On the other hand, our trade with Oriental countries is rapidly increasing. The products of our fields, forests and manufacture are finding a market there.

We have a sea coast of 300 miles in length, with natural outlets to deep sea commerce that should be made available.

The producers of Central and Southern Oregon and the lower Willamette Valley are required to ship either hundreds of miles to San Francisco or nearly the same distance north by way of the Columbia river, and yet but sixty miles across the Coast Range mountains, available harbors should be opened.

The transportation facilities considered adequate twenty years ago are no longer adequate for our present requirements. We need increased transportation facilities in our inland empire and we need several lines of railroads to connect with deep water and to open up rich but now isolated coast sections for the interchange of products and easier, quicker and cheaper modes of travel for their constantly increasing population.

The real question is, "How to get them?"

Let us, as citizens primarily interested in the welfare of our commonwealth, look this matter squarely in the face without fear or favor.

Because the railroad has become a public necessity, taking the place of the old-time highways, is it not true that the government, i. e., the people, in recognition of this fact, donated to the railroad builders millions of acres of valuable lands, now aggregating in value the cost of building these roads many times over? Further, is it not true, that these roads are operated, not so much with a view of serving the people as to increase the value of their respective shares of stock. It follows, therefore, that the wishes and needs of the people are no longer a factor in the management of these gigantic corporations, except so far as

the value and control of shares of stock in the market are concerned.

Time for begging favors is past. If our just demands are not met, let us turn to ourselves once more, rely on our own resources, and as one man set to work in the accomplishment of our purpose.

Realizing that our objects may be misinterpreted, our position should be clearly understood.

It is not our purpose to incite animosity against the railroads, but as corporations doing business within our state they should be required to pay their just proportion of taxes, afford shippers in the interior an equitable schedule of freight rates, and by actual work demonstrate their good faith in extending their lines into those sections necessary to the development of our state.

For some of these things the people of the state have waited long and patiently, and it is the purpose of this League to aid them in bringing about a realization of their hopes, and toward this end we invite the co-operation of every citizen interested in the welfare of our commonwealth.

Public announcements have been made recently of railroad extensions answering hopes long deferred. We heartily endorse this move on the part of the corporations to meet the just demands of our people, trusting they are not mere promises, but an announcement in earnest, to be followed by active operations.

If those companies will thus demonstrate their good faith, we will, on the other hand, pledge them our loyal support, and thus, by united co-operation secure for the state of Oregon the greatest era of development.

Salem to Yaquina Bay.

Mayor F. W. Waters, of Salem, read a paper on a proposed line of railway from Salem to Independence, via the Luckiamute river, King's Valley and the Siletz reservation to Yaquina bay. It is understood that the League has assurance that a survey of this line will be ordered at an early day by the Southern Pacific engineering department, and that a favorable report will be made on the proposed route. There has long been a great need for a railroad connection across the Willamette Valley, and Mayor Waters' papers stated the following facts:

"The most profitable railroad that could be constructed in Oregon today would be a line from the capital of the state to Yaquina bay. The first 25 miles would operate through a thickly settled country, and then it would penetrate the heaviest bodies of timber in Western Oregon. All the heavy hauling would be down grade to deep sea shipping, or down grade to the main line of the Oregon and California railway. There are enough agricultural products along the line now to make it self-sustaining. Following are some of the statistical facts about a railroad from Salem to Yaquina bay, as gathered by this committee:

First—Yaquina bay has 17 feet of water at low tide on Yaquina bar,

Portland Day At the Lewis & Clark Exposition Saturday Sept. 30

"HIT THE TRAIL WITH YOUR FRIENDS"

The Southern Pacific Company will sell on September 28th and 29th tickets to Portland and return at one fare, \$1.65, for the round trip, limited to ten days from date of sale, and will be honored on any regular train going or returning. Tickets sold on the 29th will be honored on the local train leaving Salem at 8:22 a. m. the 30th, but will not be honored on the Overland Train leaving at 5:23 a. m. the 30th. Children five or over and under twelve years of age, one-half of the above rate. Yours truly,

A. L. CRAIG, Gen. Pass. Agt.

ocean as is now the case from Portland to the Columbia harbor.

Respectfully,  
F. W. WATERS,  
W. H. HOLLIS,  
G. A. HURLEY.

Committee on deep sea harbor and railroad from Willamette Valley.

Editor Manning Develops.

In the course of his remarks Mr. Isaac A. Manning, editor of the Daily Oregon Statesman, in discussing the causes for the slow development of the Willamette Valley, blamed the donation land law which gave such large tracts of land to man and wife, in this valley, for the slow development of Oregon, "tying up her great tracts of land in the hands of a few who continue in their possession largely to this day, making no good use thereof nor showing a willingness to allow others to get the lands for any purpose of development." In referring to our timber land laws and especially to the action of the government in making forest reserves throughout the state, Mr. Manning declared the timber land obsolete and unjust to Oregon.

In a discussion of the proposed railway legislation, the speaker referred to the necessity for legislation controlling great aggregations of capital, which he declared had a proper place in the development of this country.

A policy of rate making so that the rates will move the freight should be the proper one for railway companies, said he, but few lines in the past appreciated this. He also opposed any further experimentation in railroad legislation, and also the adoption of anti-railroad legislation.

Mr. Manning also discussed the question of assessment and railroad valuation, again referring to the Wisconsin assessment law. He recommends a full consideration of the matter and in closing said:

The Willamette Valley Development League has no power of legislation, it is true. I do not advise it to prepare any law or any bill to be submitted to the people under the initiative and referendum at this time. I am glad to say that I am still a believer in the representative form of government and when all the people gather together and show the interest due from them in the selection of candidates through the primaries for the state legislature and for our national legislature, these bodies will do their will. I recommend to this body that it continue its present, or appoint a new committee of capable, conservative men who shall continue to study this question and shall submit it to this Willamette Valley Development League for consideration at this next meeting. No legislation is apt to be right if hasty. There is much to be thought of. There are many corners to be broken off, to be rounded, before a law may be gotten into form and properly shaped to carry out the wishes and the will and the demands of the people, and at the same time to bear with it that justice which should ever be a part of law.

Let the Willamette Valley Development League therefore proceed on these lines of recommendation. Let it stir up the people of the Willamette Valley and the state of Oregon, if possible and interest them in the selection of the proper men for the state legislature so that the men, when elected, will go to the halls of legislation

(Continued on Page Seven.)

WANT HEALTH?

In the first place, the stomach must be made strong so that the food will be properly digested, the bowels opened and the blood made pure. In the second place, we advise you to use Hostetter's Stomach Bitters because it has proven time and again its wonderful value in all cases of Stomach troubles. It always cures Poor Appetite, Indigestion, Dyspepsia, Constiveness, Bileusness and Malaria. Try a bottle today.

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