

FREE LOCKS AND OPEN RIVER DEMANDED

FARMERS ASK PASSAGE OF JONES BILL

SENTIMENT OF WESTERN OREGON IS UNANIMOUS FOR TAKING DOWN THE BARS

People Demand That State and Federal Government Unite to Remove Obstacles to Transportation of Products.

In reply to the question DO YOU FAVOR FREE LOCKS AND CANAL AT OREGON CITY? The Capital Journal has received following favorable expressions of opinion, and out of all the replies only two re- sponded to express an opinion and one says he is opposed to free locks. The friends of free locks quoted below are the most intelligent farm- ers, fruit growers, dairymen, and shippers in western Oregon. Almost all of them are office holders and their opinions are given regardless of politics.

These opinions could be multiplied to fill pages of this newspaper, but the first declaration that any toll system is intolerable to the last man who expresses identically the same ideas as are now embodied in the Jones bill, these are the unbiased expressions of taxpayers and producers of western Oregon.

There is no measure before the legislature that would meet with such universal approval before the masses of the producers and citizens of Oregon as one to secure public ownership of the locks and canal at Oregon City at the earliest day possible. While some want state ownership, and some want federal ownership, all want public ownership and free, open, and unrestricted competition between the waterways and the railroads wherever that is possible. Read the opinions:

Tolls Intolerable—

Yes. A toll road is an intolerable hardship at all times. Either buy the old locks or build new ones. The producers of the state would much rather pay their money in taxes to build public conveyances than pay continual dribbling of toll to private corporation. Give the pro- ducer and the business public a free highway to the markets. The law- makers of the state owe that much to the hungry humanity.
H. C. LUTTRELL,
Myrtle Point, Ore.

Would Be a Great Thing—

I think it would be a good thing for the people of the Willamette valley and Portland.
O. MARTIN,
Days Creek, Ore.

The Maiden's Answer—

Yes.
F. GOODPASTURE,
Eugene, Ore.

Favors Joint Action—

Yes, purchased by the state and kept up by the national government
G. W. KUTHE,
Jefferson, Ore.

Open to Free Navigation—

Yes. I believe they should be open to free navigation, and that we should have an appropriation from the government sufficient to keep them up.
DWIGHT REED,
Oakland, Ore.

It Is Right and Just—

I think all navigable streams ought to be free and unobstructed for transportation. It is right and just that we should have free locks at Oregon City. We have a grand country here and the people of the east are coming to realize it, and we the citizens of Oregon should try and set aside all that tends to oppress the interests of the people at large. If we are to meet competition our transportation wants to be the best that can be had.
S. LINDLEY,
Lebanon, Ore.

Produce to a Corporation—

I do as the producer and consumer now have the expense to pay and not only pay the expense but pay with a profit to a company or corporation.
N. H. BATEMAN,
Shedd, Ore.

Package Is Excessive—

Believing that the charges of 50 cents per ton now in force for the use of said locks is excessive I am in favor of the condemning of same and purchase by the government of Oregon, or by the U. S. government, or builder of new locks by the govern- ment, such action, in my estima- tion being the only way to insure the public uniform and reasonable charges for same.
CYLDE L. KNAPP,
Elk City Ore.

freight rates on all freight carried by rail. The Willamette valley farm- ers have paid enough excess freight charges to have built the locks many times over made possible by private ownership of the locks.
W. W. PERCIVAL,
Independence, Ore.

For the General Good—

Yes, for the general good of the country.
R. D. COOPER,
Independence, Ore.

Make All Streams Free—

I am in favor of making free locks and canal at Oregon City, in fact to make all navigable streams in the great state of Oregon free.
WM. R. STEPHENS,
Box 23, Dilley, Ore.

Purchase or Build—

I do if they can be obtained at any price in reason, either by purchase of the present locks at a reasonable price, or if that cannot be done by building of separate or other locks by the state in the most available loca- tion for the same under the direc- tion of the state.
CHAS. N. WAIT,
Canby, Clackamas Co., Ore.

Plain and Emphatic—

Yes I do.
D. H. WILLIAMS,
Newport, Ore.

Make Us More Independent—

Yes I favor free locks and canals at Oregon City. I think it will make us as a people more independent of the railroad.
C. B. GUINN,
Oakland.

Short and Sweet—

Yes.
F. B. PHILLIPS,
Cootage Grove, Ore.

A Logical Argument—

I favor any public improvement where it is to benefit the people by so doing I therefore favor this improvement if it can be done within the means of the people to do the work. While directly it might not benefit me personally, but indirectly it will benefit us all. The more you can improve the state the more valuable it makes the whole state and the greater value the easier the taxes are raised.
C. E. EDWARDS,
Alleghany, Ore.

Right to the Point—

Yes.
J. P. LOGAN,
Kings Valley, Benton, Co.

All Producers Favor It—

I do favor free locks and canal at Oregon City and I think all producers in this county favor the same.
W. R. WARD,
Arago, Coos Co., Ore.

Wants Government Ownership—

Yes. Bought or built by the national government. By the state no.
S. B. SEELY,
Sherwood, Route 5.

As He Would Vote—

I do.
ALBERT JOHNSON,
Ashland, Ore.

Will Reduce Transportation—

Yes. By all means let us reduce transportation wherever possible. Free locks will have a tendency to do so for the Willamette valley.
GEO. MARSH,
Looking Glass, Ore.

His Vote the Same—

Yes.
J. W. WOLFE,
Brownsville, Ore.

Good of All Producers—

Yes for the good of all producers. Every man that I have talked to favors free locks.
C. P. Wells,
Parker, Ore.

For an Open River—

I certainly am in favor of an open river. It would be the means to keeping rates of freight at reasonable figures.
G. VALZ,
Sublimity, Ore.

State or United States—

The state should own or the United States. I could get a petition of any amount of names.
O. M. Sanford, Yes.
Peter Kurze, Yes.
L. M. Butler, Yes.
Henry Mott, Yes.
Amos B. Wysong, Yes.
Independence, Ore.

More Locks and Less Tax—

I believed that all locks and canals

should be owned and controlled by the state. With just as few public servants to be paid and supported by the taxpayer as possible.
H. M. GRAHAM,
Route 1, Grants Pass, Ore.

A Marion County Farmer—

I favor free locks and canal at Oregon City provided they are bought at their present value. If not, build new ones. But the legislature should see to it that there is no graft attached as was the case with the Bar- low toll road.
J. D. RITTER,
Route 2, Aurora, Ore.

Favors a Fair Price—

Yes. I favor free locks and canal, but I do not favor buying the old one at no such price as contemplated, for at present the railroad boats control the river traffic and they are the ones that are getting the benefit of the locks if free locks will encourage competition it will be all right. If not they had better be toll locks.
W. O. MORROW,
Independence, Ore.

Absolutely Necessary—

Yes. I think it absolutely neces- sary for the future welfare of the state for many reasons and I favor if government will not act, our great state of Oregon as early as possible procure the old locks, or build new ones.
ED. HOLLOWAY,
Brownsville, Ore.

Wants Federal Control—

If by the government, yes; but by the state it will require a great deal of safe guarding of the railroad will reap the benefit, while us farmers are busy paying the taxes to purchase said locks. If by the state I would suggest enough toll to pay for operat- ing the locks.
M. N. NICKELL,
McMinnville, Ore.

A Voice from Lincoln—

I do.
D. TRAPP,
Chitwood, Ore.

Open the Whole River—

Yes, and an open river as far as Eugene, as I think river competition will lower freight rates which are excessively high. In fact so high that the growth of this part of Oregon in very much held back.
E. F. MEISSNER,
Kerby, Ore.

Unite State and Nation—

Yes, if the general government will bear a good portion of the expense. Not in favor of paying the price the present owners ask for their plant.
J. J. SWAN,
Route 2, Lebanon, Ore.

No Monopoly of an Open River—

Yes, by all means. There is nothing that will do as much for reason- able rates as a free Willamette and a free Columbia. There can be no monopoly of an open river.
J. M. SETTLE,
Lebanon, Ore.

At Head of Navigation—

I am in favor of "free locks" by all means.
LEE GAETSCHINS,
Eugene, Ore.

Will Equalize Freights—

Yes, to equalize freights between the Willamette valley and other places.
J. M. PRATHER,
Buena Vista, Ore.

Free the Waterways—

Yes, and free waterways wherever possible and no obstruction or deflec- tion of the natural waterfalls. I look with very deep concern at the evi- dent intent to seize the water by self- ish interests by the allowance of franchises which can only be used for mining as stated miners inches can not be used for exploiting power or irrigation or anything else away from the people.
A. P. TODD,
Sherwood, Ore.

Favors State and Nation—

I do, but I believed the general government should stand the ex- pense the same as harbors and other such improvements if this cannot be done I would favor the state taking the matter up. This would look like taxing too many for the benefit of the few, but a broad view of these matters is what is needed other parts of the state may have other wants at some other time any way.
LEWIS STRONG,
Myrtle Point, Ore.

One Man Opposes—

No. I don't think it would benefit any or but few farmers as there is a railroad running the entire distance

of the Willamette river. Inclosed please find 25 cents for your Daily Journal to March 1, 1907.
W. E. FLESHER,
Sublimity, Ore.

Costs \$150,000 a Year—

I am in favor of free locks at Oregon City as I think it would be a great saving to the farmers and ship- pers of the Willamette valley. The \$150,000 a year tonnage paid by the producers of the Willamette valley would soon pay the cost of construct- ing locks at Oregon City.
F. B. SIMPSON,
Jefferson, Ore.

Prefers Uncle Sam—

I favor free locks and canal at Oregon City but built by the U. S. gov- ernment.
E. W. MANNING,
Gervais, Ore.

People Have Paid for It Many Times

Well we surely do need something better than that little old sluice box down at Oregon City and if them Rockefellerers down there will not sell it to the state for what it is worth let the state with the help from Uncle Sam cut a canal around the old ladder that the people have paid for many times what it cost. Send me the paper.
C. H. M'CLURE,
Route 4, Sherwood, Ore.

No Humor in This—

Yes.
G. D. HARRIS,
Route 4, Lebanon, Ore.

Two Men's Opinions—

I do not favor the state owning them. They should be governed by the United States.
C. T. LEEVER,
G. R. TITUS,
Lebanon, Linn Co., Ore.

The Waterways Are Our Friends—

Yes because the waterways are our friends; railroads do not compete with each other any more but they still have some respect for free water- ways. Open the Willamette river free to the people and put a heavy license on every boat owned by a railroad company. I believe in this kind of rebate.
W. J. WIMER,
Waldo, Ore.

Open the Whole River—

Certainly and an open river from Portland to Eugene.
CLARENCE KOON,
Junction City, Ore.

Favors State Ownership—

For free locks and canal built and owned by the state.
FRANZ KRAXBERGER,
Aurora, Ore.

Wants State Railroads—

No, to this also first because the navigation of the Willamette river is impractical. It is only for the purpose of regulating freight rates that it is thought of; there are other ways to reach the desired end that are more practical and more in keeping with progress of the present age, one of the best plans would be for the state to parallel some of the great railroads with another road and run it at a small profit to the state.
J. M. PHILPOTT,
Harrisburg, Ore.

Casts His Vote on the People's Side—

Yes.
J. W. ELSTON,
Amity, Ore.

Pay a Fair Price—

I favor free locks at Oregon City provided they can be secured without paying an exorbitant price to the present owners. The competing freight lines thus established would result in substantial benefit to more than half the people of Oregon.
H. G. STARKWEATHER,
Milwaukie, Ore.

Favors Jones' Bill—

Yes, but am not in favor of state paying three times what they are worth. The \$300,000 appropriated by state with aid of government will build new one.
W. F. YOUNG,
Sherwood, Ore.

A Stitch in Time

Will save nine. So will a bottle of Ballard's Horehound Syrup always kept on hand save many a spell of sickness. A sure cure for coughs, colds, bronchitis and whooping cough. Mrs. S—, Hot Springs, Ark., writes: "I keep a bottle of Ballard's Horehound Syrup in my medicine chest, and thank my forethought many times. It has prevented many severe spells of sickness."
Sold by D. J. Fry.

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Bad Breath, K' Hawking and Spitting Quickly Cured—Fill Out Free Coupon Below.



"My New Discovery Quickly Cures Catarrh."—C. E. Gaus.

Catarrh is not only dangerous, but it causes bad breath, ulceration, death and decay of bones, loss of thinking and reasoning power, kills ambition and energy, often causes loss of appetite, indigestion, dyspepsia, raw throat and reaches to general debility, idiosyncrasy and insanity. It needs attention at once. Cure it with Gaus's Catarrh Cure. It is a quick, radical, permanent cure, because it rids the system of the poison germs that cause catarrh.

In order to prove to all who are suffering from this dangerous and loathsome disease that Gaus's Catarrh Cure will actually cure any case of catarrh quickly, no matter how long standing or how bad, I will send a trial package by mail free of all cost. Send us your name and address today and the treatment will be sent you by return mail. Try it! It will positively cure so that you will be welcomed instead of shunned by your friends. C. E. GAUSS, 8999 Main St., Marshall, Mich. Fill out coupon below.

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This coupon is good for one trial package of Gaus's Combined Catarrh Cure, mailed free in plain package. Simply fill in your name and address on dotted lines below and mail to
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A semi-official arrangement has been made by the legislatures of this state and Washington to enact similar laws to protect the salmon in the Columbia river.

"Hello Girls." How to be healthy and happy and be a phone girl. Ring us up for a package of Hollister's Rocky Mountain Tea with full particulars. 35 cents. Tea or Tablets. Dr. Stone's drug store.

The Albany fruit cannery is now assured.

Pleasant and Most Effective.
T. J. Chambers, Ed. Vindicator, Liberty, Texas, writes Dec. 25, 1902: "With pleasure and unsolicited by you, I bear testimony to the curative power of Ballard's Horehound Syrup. I have used it in my family and can cheerfully affirm it is the most effective and best remedy for coughs and colds I have ever used." Sold by D. J. Fry.

The schooner Volga was sunk by the tide at Astoria Sunday night.

Great investment, absolutely safe, brings returns, giving surplus earning power of youth till old age, securing comfort and health in your declining years. That's what Hollister's Rocky Mountain Tea does. Dr. Stone's drug store.

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Cures all kidney, bladder and rheumatic trouble; sold by all drug- gists, or two months' treatment by mail for \$1. Dr. E. W. Hall, 2928 Olive street, St. Louis, Mo. Send for testimonials. Sold by Stone's drug store.
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