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OUR NATIONAL TICKET

For President
WILLIAM H. TAFT,
 of Ohio
 For Vice President
JAMES S. SHERMAN,
 of New York.

LET OREGON'S CONGRESSMEN HEED THIS WARNING

"There confronts us now one of the most tremendous problems the country has ever faced," writes John L. Mathews, in the current issue of the Success magazine. "This is the problem of how to get back for the people on navigable streams the power at the dams, or how to get at least a tax return on betterments.

"Usually, the state, in giving permission for a dam to be erected, grants also a right of eminent domain to condemn flowage land. Recently, however, when big corporations came begging for help, congress passed two laws which are without precedent in the rights they give to the rich against the poor, or against those who do not wish to develop power at a given moment. The first of these provided that if any person owning the riparian land on one side of a water power wished to build a dam and to give free of cost to the government the site for a lock (something every dam builder is compelled to do by law), he might require the attorney general of the United States to condemn, on behalf of the nation, but at private expense, the other shore required for the dam.

"Then a little later, an innocent-looking amendment was passed providing that if anyone (not necessarily owning anything), wished to build a dam and give the government the lock site, the attorney general must condemn both sides for him. That is, if I own the land beside a water-power, and do not intend to develop it at present (or perhaps I do), and some corporation covets it, it can require the attorney general to oust me and give it my land and my opportunity at a condemnation-suit price for the land.

"This is bad enough; but it is not so bad as some of the other bills this water power problem has brought into congress. Before the last session there were nearly two score of bills introduced, each purporting to grant into perpetuity and without tax or toll, all rights the government has at a water power site to a private company. Several of these passed. The most important the president vetoed.

"Already on the upper Mississippi the power users complain against the way the served water is used for navigation. They declare that the power ought to be considered first, and although they pay no toll, and have no right in the reserved water, they have forced congress to make an investigation of their complaints. If no one blocks them sharply, they will persist until they gain their end.

"If no one blocks them! That is now for the people to do. The whole nation must awake—and the renewed interest in waterways and in conservation indicates that this is to happen. But the problem is intricate and delicate. Under existing

law, congress can neither control nor sell the water power it has at the government dams, or the additional power from storage, through some subterfuge probably can be found. But either every state can grant that power to congress, or the states can assume and use it themselves, and repay the cost of the reservoirs. The policy President Roosevelt has adopted of co-operation with the states is a necessary one. Either the states themselves must build the reservoirs under a national plan, or else they must cede the right to the nation to take tolls.

"So, taken in hand, developed on a basis which will conserve the rights of the nation, of the state, and of the companies which now have concessions at the damsites, the power-drive alone of the Mississippi, properly reserved, would pay the interest on all the bonds necessary for reservoiring and for channel re-ventment. Later, when coal is gone; when the country is settled more thickly, and the demand is greater, it would return into the national treasury \$6,000,000 to \$10,000,000 a year, lightening by that much, the burden of taxation which lies upon the people.

"Wake up, American," says Emerson Hough. But we have got to do more than merely wake up. We have got to sit up and take notice and then get up, and go after congressmen, and especially local legislators, with figures like these and with a profound conviction of the truth—and that every other river is only a Mississippi in miniature, and that development of them is a coming necessity, which, if we go at it the right way, means an immense profit account, and which if we go at it the wrong way, means an immense tax for us, and unaccountable profits for some private corporation."

Why Colds Are Dangerous.

Because you have contracted ordinary colds and recovered from them without treatment of any kind, do not for a moment imagine that colds are not dangerous. Everyone knows that pneumonia and chronic catarrh have their origin in a common cold. Consumption is not caused by a cold, but the cold prepares the system for the reception and development of the germs that would not otherwise have found lodgment. It is the same with all infectious diseases. Diphtheria, scarlet fever, measles and whooping cough are much more likely to be contracted when the child has a cold. You will see from this that more real danger lurks in a cold than in any other of the common ailments. The easiest and quietest way to cure a cold is to take Chamberlain's Cough Remedy. The many remarkable cures effected by this preparation have made it a staple article of trade over a large part of the world. For sale at Dr. Stone's drug store.

A Glimpse of Costa Rica.

At an elevation of 5000 feet, Cartago, once the capital of the country, is reached. There the tourist finds excellent shops, well stocked with both American and French goods. The houses are nearly all one

story, with the patio in the center. The street are paved, but there is no sewerage or side gutters, and the water runs through the center of the street. There are no alleys or exits from the rear, and the front door is used for all purposes. Frequently a man will lead his horse in and out by the entrance used by the family. Buzzards are the scavengers of the country, and as the penalty for killing one is a heavy fine, they are quite tame. The old cemetery, with its "oven" vaults, is especially interesting.

Costa Rica vegetables are grown the year round, and the tables of the Panama canal employes are supplied from there. Six or eight fresh vegetables are found on the tables of the residents any day in the year. Although a tropical country, the mountain air of the interior is bracing, and this, in a measure, accounts for the comparative industry of the tiller of the soil. Next to banana raising coffee plays the most prominent part in the exports of the country. The Costa Rican is a large consumer of this beverage. The coffee served tasted so different from ours that I asked a young matron at San Jose for her recipe. "Use sufficient coffee," she said, "not less than two ounces to a pint of water. Warm your coffee pot, put the coffee into it, boil the water and pour the boiling water on the coffee, and the thing is done. If the coffee itself is boiled the aroma is dissipated and the beverage spoiled. Just let it come to a boil." Then she added: "You Americans have your coffee too weak. Make it strong and use three-fourths milk if necessary; that is better than to use half milk and half coffee."—Mrs. C. R. Miller in Leslie's Weekly.

THE GENTLE SEX IN THE MAGAZINES

Of late there has been much in the magazines about the eternal feminine. One writer asks, "Do women dress to please men?" and then explains that "while doubtless the first modification of the merely useful garb we call fashion was induced by the instinctive female desire to please the male eye, rivalry with her own sex has subordinated this aim." Accepting the Genetic account of the fall of man, and the realistic nature of the joke about the Easter hat, this explanation is unexceptional. Another writer publishes the scientific theory that the character of women is adventitious. "Man," says he, "has always insisted that woman shall be better than he is." And then he adds: "Purity, constancy, reserve and devotion are the qualities in woman which please and flatter the jealous male, and when woman responds to these demands, both really and seemingly, without any consciousness of what she is doing, she acts in the manner which makes her most pleasing to men." Pleasant reading for the men. For generations bachelors, young and old, have been assured very positively that it is the influence of good women that keeps mankind from damnation. (Probably our man of science has escaped this experience. Now the bachelors may retort, "Professor So-and-so says that it is we who keep them pure, constant, reserved and devoted." However, it would become our scientist to make peace with the gentler sex, not by saying that their efforts to please men are unconscious, but by writing an article on the adventitious character of men.—Harper's Weekly.

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COLONISTS TICKETS will be on sale during SEPTEMBER AND OCTOBER from the East to all points in Oregon. The fares from a few principal cities are

From Denver	\$30.00	From Louisville.....	\$41.75
" Omaha	30.00	" Cincinnati	41.25
" Kansas City	30.00	" Cleveland	44.75
" St. Louis	35.50	" New York	55.00
" Chicago	38.00		

TICKETS CAN BE PREPAID.

If you want to bring a friend or relative to Oregon deposit the proper amount with any of our agents. The ticket will then be furnished by telegraph.

Local agent, Salem:
WM. McMURRAY, General Passenger Agent, Portland Oregon.

RAILROAD TIME TABLES

CORVALLIS & EASTERN R. R. TIME TABLE.

ALBANY AND YAQUINA TRAINS.

No. 2 Daily	STATIONS	No. 1 Daily
Ex. Sun.		Ex. Sun.
a. m.	lv	ar. p. m.
7:35	Albany	7:15
8:35	Corvallis	6:35
8:53	Philomath	6:02
9:22	Wrens	5:32
9:50	Blodgett	5:07
10:10	Summit	4:50
10:32	Nashville	4:22
11:39	Chitwood	3:23
12:03	Elk City	3:03
12:39	Toledo	2:31
1:15	ar. Yaquina	2:00

Albany-Corvallis-Philomath.
 No. 10 (daily)—
 Leaves Albany.....7:50 p. m.
 Leaves Corvallis.....8:30 p. m.

No. 8 (daily)—
 Leaves Albany.....12:35 p. m.
 Leaves Corvallis.....1:35 p. m.
 Arrives Philomath.....1:53 p. m.

No. 6 (daily)—
 Leaves Albany.....8:30 a. m.
 Leaves Corvallis.....10:10 a. m.
 Arrives Philomath.....10:30 a. m.

No. 2 (daily except Sun.)—
 Leaves Albany.....7:35 a. m.
 Leaves Corvallis.....8:35 a. m.
 Arrives Philomath.....8:53 a. m.

No. 1 (daily except Sun.)—
 Leaves Philomath.....6:02 a. m.
 Arrives Corvallis.....6:35 a. m.
 Arrives Albany.....7:15 a. m.

No. 5 (daily)—
 Leaves Corvallis.....6:30 a. m.
 Arrives Albany.....7:10 a. m.

No. 7 (daily)—
 Leaves Philomath.....7:10:45 a. m.
 Arrives Corvallis.....11:15 a. m.
 Arrives Albany.....11:58 a. m.

No. 9—
 Leaves Philomath.....2:00 p. m.
 Arrives Corvallis.....6:00 p. m.
 Arrives Albany.....6:40 p. m.

No change in service between Albany and Detroit.

Oregon Electric Time Table.

Time of arrival and departure of cars at Salem is as follows, Portland and intermediate points:

Local	Arrive	Leave
Local	8:40 a. m.	6:00 a. m.
Express	10:50 a. m.	9:05 a. m.
Local	1:25 p. m.	11:05 a. m.
Express	4:20 p. m.	1:45 p. m.
Local	5:45 p. m.	3:28 p. m.
Express	8:20 p. m.	6:00 p. m.

Time Card No. 54, Southern Pacific Co., Effective Sunday, Aug. 16, 1908.

Toward Portland, Passenger.

No. 16.—5:13 a. m.—Oregon Express.

No. 13.—3:40 a. m.—Cottage Grove passenger.

No. 12.—2:45 p. m.—Roseburg passenger.

No. 14.—9:13 p. m., Portland express.

Toward Portland, Freight.

No. 222.—5:0 p. m.—Portland fast freight.

No. 226.—10:40-11:28 a. m.—way freight.

Toward San Francisco, Passenger.

No. 11.—11:02 a. m.—Roseburg passenger.

No. 17.—6:45 p. m.—Cottage Grove passenger.

No. 15.—9:56 p. m.—California express.

No. 12.—3:31 a. m.—San Francisco express.

Toward San Francisco, Freight.

No. 221.—2:43 a. m.—Portland fast freight.

No. 225.—11:28 a. m.—way freight.

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Steamers Pomona and Oregon leave for Portland daily except Sunday at 6 a. m.

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