

THE CAPITAL JOURNAL

K. HOFER, Ed. and Prop.

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FIVE HUNDRED

(Continued from page 1.)

amendment to the constitution will be prepared and initiated by the committee permitting counties and municipalities and the state itself to assist in the construction of railroad.

About one-half the delegates were from Idaho, cities like Payette, Weiser, Caldwell and Boise sending many of their brightest citizens, who boosted for Oregon development in a royal and large-hearted manner.

Among newspaper men present were the Oregon humorist and lecturer, A. Bennett of Irrigon; Phil S. Bates of the Pacific Northwest; representatives of the Boise News and Capital Journal. The local press was represented by Gus Hurley of the Vale Orlean, Miss Riddle of the Ontario Optimist, the Ontario Argus by Plughoff and others. Editor Bennett delivered two lectures for the public schools, and also talked to the congress twice. Musical and literary numbers on the program were taken by Mrs. S. D. Taylor, Miss Tamar Nichol, Mrs. Mueller, Mrs. H. R. Dunlop, Leo H. Schmidt, Miss Rose Mulkey, Mrs. Douglas, Mrs. Hunt, J. P. Houston and B. W. Mulkey, Mrs. H. C. Eastham and Evelyn Edmund. The chorus and all the music was of a very high quality.

For the congress special trains were run each day and late at night from Ontario, and on Malheur Project day the people of Ontario attended en masse. The delegation from Ontario included J. W. McCulloch, district attorney, Attorney Dalton Biggs, Walter Griffiths, all making able addresses before the congress. Delegates from Nysa were C. C. Wilson, A. B. Neumann, J. J. Sarazin, Sam Nell, Sam for Enanson, and W. Lee Blodgett. These Oregon Idaho Development Congresses are growing in attendance.

Addison Bennett, Vice-President of the Oregon Development League, which has held two meetings at Portland, says the Vele meeting was twice as large as any ever held by that organization. They are interesting to the people because they are not muzzled on any subject.

So large a territory as Interior Oregon—as big as the state of Iowa—without a mile of railroad, yet capable of producing enormous crops and sustaining large cities, underlaid with oil, coal, gas and other mineral wealth, is the most remarkable thing on the Pacific coast.

The big speeches of the congress were made by President S. A. Lowell of Pendleton, Col. C. E. S. Wood of Portland and Hon. J. S. Smith of Coos Bay. He was ably seconded by Walter Lyon of Marshfield and between the two Coos Bay interests were ably represented. Idaho and Eastern Oregon delegations cheered for Coos Bay whenever that port or its interests were mentioned, and the resolutions adopted by this congress pledge the co-operation of the two states to secure the improvement of that harbor, and the construction of a railroad from Boise to Roseburg and Coos Bay, across Central Oregon.

Assistant secretaries of this congress were chosen in H. W. Clements, of Ontario, and Riley Atkinson, of Boise. Dates were adopted for further sessions of the congress at Salem, January 29-30; Boise, February 23-24; Ontario, March 16-17; La Grande, April 27-28; Caldwell, May 11-12, and Burns, July 17-18.

The joint committee named to draft legislation to encourage and assist railroad construction, by states, is as follows:

Governor Chamberlain, president; S. A. Lowell and Col. C. E. S. Wood for Oregon, and Governor Braly, Willard H. White, of Boise, and J. H. Lowell of Caldwell for Idaho.

The delegates from Ontario were J. Prinzing, Wm. Moffitt, J. W. Mc-

Culloch, G. W. Long, H. C. Boyer, Judge G. L. King, Hon. J. R. Blalock presided on the last day of the congress. Wm. Hawley and President Turney were delegates from Burns, 150 miles away by wagon road.

The Johnson House is a new 40-room, up-to-date hotel at Vale, and is probably the best hotel in the state outside of Portland. It has been full of guests since the day it opened, has steam heat, baths and a fine grill room in connection. Mr. and Mrs. Johnson are very bright hotel people, and the administration is a credit to the county seat of Malheur county.

There seems to be a very bright outlook for this gateway into the Inland Empire. A \$16,000 oil well drilling outfit is down 1600 feet in the shale, with every indication that both oil and natural gas will be reached. A fine quality of natural gas now lights and heats at least one residence in Ontario. The Harriman system has literally covered this basin with surveys.

The revival of the reclamation project means turning loose an enormous sum of money, and turning in an enormous number of new population. Gas, oil, railroads or reclamation—either one—means prosperity. Back of all are the unlimited wealth from fruit growing, which is a demonstrated success, just across the Snake river, where hundreds of carloads of apples, pears, peaches and prunes find their way to the markets of the world. The same thing can be done and is being done on the Oregon side of the river.

E. HOFER.

Resolutions for Coos Bay.

Whereas, An empire, lying between the 42d and 46th parallels of latitude and comprising all of Central and Southern Oregon and all of Southern and Central Idaho, embracing over 160,000 square miles, two and one half times the size of all New England, and nearly four times the size of New York, requires for its development and the prosperity of its increasing population, direct railroad connection with the Pacific ocean, to the end that it may take advantage of the world's markets which the opening of the Panama canal and the increase of trade and shipping on the Pacific will afford, and

Whereas, The coast of Oregon offers this empire a deep sea harbor of unusual value in the land-locked and expansive waters of Coos Bay, and

Whereas, The present railroad lines of Central and Southern Idaho, so far from extending by a direct and short route westward across the rich lands and through the abundant resources of Idaho and Oregon, veer northward in long and circuitous lines entirely avoiding Central, Western and Southern Oregon and depriving Idaho of advantages which the direct route would insure, and

Whereas, The future development of this great district requires the construction of a line of railroad from the capital of the state of Idaho to and through the counties of Malheur, Harney, Crook, and Douglas, to Roseburg and Coos Bay, and

Whereas, Coos Bay is capable of being improved by the expenditure of comparatively small sums so as to be accessible to the world's largest ships and when so improved will be the natural shipping and distributing point of all the region mentioned, interfering in no respect with the great river and sound ports to the north, nor the seaports to the south, and

Whereas, It is the right and duty of every state to have the full advantage of its natural resources and the facilities and conveniences of nature for the development of such resources, now be it,

Resolved, That this congress, composed, as it is, of accredited representatives of all parts of Southern and Central Oregon and Idaho, hereby pledges its members and the districts, cities and counties which it represents to work in season and out of season for and to the support of any enterprise, association or company which will undertake the construction of a railroad to traverse Idaho and Central Oregon and to connect them with Coos Bay, and,

Resolved, That this congress hereby urges upon the legislative assembly of the state of Oregon the importance of enacting at its session of 1908 a general law enabling all districts which contain navigable waters in Oregon to organize a port commission and to levy taxes for the purpose of raising money to improve the harbors of Oregon, and,

Resolved, That the rivers and harbors committee of congress is hereby urged to appropriate for the improvement of said Coos Bay the amounts recommended by the war department and that the war department be asked to send a special commission to Coos Bay to examine the government works there, including the jetty at the mouth of the harbor and to investigate and determine what influences, inimical to the best interests of the American people and more particularly to the people of Central and Southern Oregon and Idaho, and preventing the preservation of the valuable and costly improvements mentioned and causing said jetty, which has been and is instrumental in making Coos

Bay one of the best harbors on the Pacific coast, to be neglected and ignored by congress and the war department.

States to Help Railroad.

The Oregon & Idaho Development congress wishes to renew at this, its third regular session, its declaration in favor of state-aided railroads. We believe that it is the duty of the state government to extend all possible encouragement and assistance in the construction of steam and electric railroads, and we believe that the entire legislative and executive power of the states of Idaho and Oregon should be placed behind the construction of a railroad from Boise, across Central Oregon, to Coos Bay, which should be made by the federal government a great naval and coaling station and the commercial harbor for the shipping of the Pacific coast. To accomplish these results we solicit the co-operation of the people of both commonwealths and ask that they send representatives to the sessions of this congress to be held at Salem, Oregon, in January, and at Boise, Idaho, in February, when the legislatures of the two states shall be in session, and we ask that a joint committee on legislation be named at this session to present needed legislation to promote railroad building to the respective general assemblies. Provided, that any aid granted to a railroad shall carry with it the right to control and regulate such railroad and if such railroad shall at any time be condemned and taken over by the state or in behalf of the state, then such aid so granted to the railroad by the state or any municipality shall be allowed as part of the purchase price.

Catarth Cannot be Cured. with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarth is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarth Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarth Cure is not a quick medicine. It is prescribed by one of the best physicians in this country for years and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing Catarth. Send for testimonials free.

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Take Hall's Family Pills for constipation.

New Corporations Filed.

Oregon Deep Sea Fish Company; principal office, Portland; capital stock, \$25,000; incorporators, Char. M. Hyskell, Richard R. Obee and Martin Watrous.

Moy Back Hin Company; principal office, Portland; capital stock, \$50,000; incorporators, Moy Back Hin, Moy Bow Wing and Moy York Won.

McDaniel Investment Company; principal office, Portland; capital stock, \$5000; incorporators, N. M. McDaniel, E. P. McDaniel and J. C. Veazie.

The Marshfield Cigar and Tobacco Company; principal office, Marshfield; capital stock, \$5000; incorporators, Eugene Crosthwait, A. L. Houseworth and W. J. Conrad.

For that Dull Feeling After Eating.

I have used Chamberlain's Stomach and Liver Tablets for some time, and can testify that they have done me more good than any tablets I have ever used. My trouble was a heavy dull feeling after eating. — David Freeman, Kempt, Nova Scotia. These tablets strengthen the stomach and improve the digestion. They also regulate the liver and bowels. They are far superior to pills but cost no more. Get a free sample at Dr. Stone's drug store and see what a splendid medicine it is.

EXCURSION FARES

ACCOUNT CHRISTMAS

AND NEW YEARS

For the above occasion round trip tickets will be sold to all points in Oregon, on the O. R. N. or S. P. company ONE AND ONE-THIRD FARE. Sale dates: December 18, 19, 23, 24 and 25. Limit, continuous passage in both directions; final return limit, January 4, 1909.

WM. McMURRAY, General Pass. Agent.

Reform School Supplies.

Sealed proposals are hereby invited for furnishing the Oregon State Reform school with supplies for the six months ending June 30th, 1908. Said supplies consisting of groceries, flour, meats and leather and findings. Lists with specifications will be furnished by application to the superintendent. All bids must be in by December 27th, 1908, and the goods delivered by successful bidders by January 15th, 1909. Goods must be in strict accordance with sample, in original packages when possible.

N. H. LOONEY, Superintendent.

Notice.

The regular annual meeting of the shareholders of the Capital National Bank of Salem, for the election of directors, will be held at its banking house, in Salem, Oregon, Tuesday, January 12, 1909, at 3 o'clock p. m.

JOS. H. ALBERT, Cashier.

Foley's Orino Laxative cures chronic constipation and stimulates the liver.

Orino regulates the bowels so they will act naturally, and you do not have to take purgatives continuously. J. C. Ferry.



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E. M. Croisan, V-Pres.
Jos. H. Albert, Cashier.

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