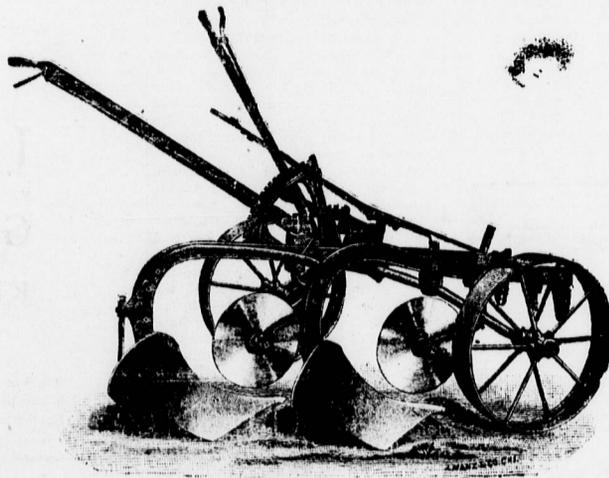


BARBED WIRE

PLOWS and HARROWS

# KENNEWICK HARDWARE COMPANY

WE HAVE  
JUST RECEIVED  
A CAR OF  
BARBED  
WIRE



ALSO A CAR  
OF THE  
CELEBRATED  
OLIVER  
CHILLED  
and  
STEEL  
WALKING  
and  
RIDING ...  
PLOWS and  
RoderickLean  
Mfg. Co.'s.  
ALL STEEL  
HARROWS

We are well stocked with Reliable Brands of Stoves and Ranges

Gasoline Stoves, Shelf and Heavy Hardware

... Estimates Furnished on Tin & Plumbing Work ...

## Furniture Department

Our Furniture Dept. is COMPLETE

and we are prepared to furnish these Goods at the lowest possible prices

### The Columbia Courier

C. O. ANDERSON, Editor

Published Every Friday at Kennewick, Washington

#### TERMS OF SUBSCRIPTION

One Year, in Advance . . . \$1.50  
Six Months . . . . . .75  
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THE COLUMBIA COURIER is entered as second class matter at the postoffice in KENNEWICK, WASH.

Come to Kennewick.

Cool and cloudy weather has set in and the Columbia is falling.

The Kennewick valley is exempt from blizzards, cyclones and other meteorological disturbances.

Sugar beet culture should be closely investigated by the land owners of Kennewick valley. Experiments have demonstrated that Kennewick and Yakima valleys produce the finest sugar beets known. The percentage in sugar is higher than in any beets raised in other parts, and patches that have been scientifically cultivated have yielded as high as thirty tons per acre.

July and August is about the best time of the year to sow alfalfa in these parts. It should be sown with winter wheat in order to protect it from the sun and wind and the wheat can be cut early next spring if desired.

Many a person will find an unfailing source of income from a small patch upon which to run a few cows, chickens, or hogs.

One cannot read of the fearful disaster at Heppner, Oregon without reflecting upon the disasters that the year of 1903 has brought to many sections of the country. Fire, floods, railroad wrecks, cyclones, loss of crops and destruction of life and property have followed in the wake of the passing months. It is a year that will mark in bold relief horrors and calamities all over the country in a rapid succession.

With the arrival of a lot of material for the new depot to be built by the N.P. Railroad Company at Kennewick, the company has shown their faith in the future of Kennewick. By building the irrigation ditch they first showed the confidence they had in this section, and by building one of the finest passenger depots in any small town along their line, they have exhibited still further confidence in the growth and future prospects of the place. A railroad company as a general rule does not expend their money in imaginary projects, but only such as they have thoroughly investigated and found to be a safe proposition.

While the weather throughout the Kennewick and Yakima valleys have been unpleasant at times the last two weeks on account of heavy windstorms yet no apparent damage was done. The season seems to be an unusual one

marked by extremes of all kinds. Horse Heaven has received some refreshing rains and reports from that place seem to be that the wheat yield will be good. Floods and disasters have not overtaken this section. The Columbia is higher than for years—higher than since the great flood year of 1894, but it has not overflowed its banks nor done any damage. Old residents of these parts as well as other observers claim now that the Columbia has reached its height, and will in the future gradually recede.

President Roosevelt, "refreshed and invigorated" by a holiday that would have prostrated any ordinary mortal, returned to Washington on the 5th. He was absent for sixty-six days, traveled more than 14,000 miles and made 263 speeches of which reports were taken, not to mention scores more that the official stenographers did not record. Of physical benefits of such a journey we entertain considerable doubt, but in a political sense it can not be questioned that Mr. Roosevelt has profited greatly. No one could doubt this who has followed the president's trail through the west. The statements of members of the president's party, and newspaper editorials and interviews without number, all show that "the winning of the west" has been accomplished all over again. The "impetuosity" and "unsafeness" which occasion alarm in the east are the very qualities which have endeared Mr. Roosevelt to the

west.

The advocates of the initiative and referendum have just had a narrow escape from having it turned against them by the corporations, and the people of the whole state, including the most ardent advocates of the new measure, breathe more freely now that they are assured that there will be no referendum election this year. The initiative and referendum amendment to the constitution of Oregon was adopted at the election June, 1902, and was made effective by a law of the legislature which sat in January and February, 1903, providing the manner of calling and holding such elections. The amendment provides that legislation may be initiated by the voters after an election which must be called when five percent of the qualified electors of the state petition for it.

New laws do not become operative until ninety days after their approval, and a referendum election must be held upon them when five per cent of the qualified electors petition for it within the ninety-day period. Among the bills passed by the last legislature was the construction by the state of a portage railroad around the Dalles and the cascades of the Columbia river, in order that the farmers of the interior of Oregon and Washington may have the advantage of water transportation to tide water at Portland, and thus force the railroads to reduce their rates. This

bill was particularly obnoxious to the Oregon railroad and navigation company, whose railroad runs down the south bank of the Columbia, having the only route from the country east of the Cascade Range that that follows the water grade. E. H. Harriman, who controls the railroad, began a campaign against the portage railroad. W. C. Cowgill, a newspaperman, circulated petitions for a referendum election on the law. The effort failed, for it was necessary to secure the petitions of 4,386 voters, and only 4,000 had signed when the ninety days expired.—Ex

#### CONTEST NOTICE

Department of the Interior, United States Land Office at Walla Walla, Washington.

May 1, 1903.

A sufficient contest affidavit having been filed in this office by James H. Clements, contestant, against homestead entry No. 5681, made January 24, 1896, for SW 1/4 NW 1/4 and W 1/4 NW 1/4 Section 30, Township 9, N Range 29, E. W. M. by William Grant, Contestee, in which it is alleged that said William Grant has abandoned said land for more than six months preceding the date of the contest affidavit herein; that he has changed his residence therefrom for more than five years next prior thereto; that he has not resided within the State of Washington for five years last past; that he has failed at all times since making said entry to maintain his residence upon said lands or to cultivate or improve the same; and that said alleged absence from said land was not due to his employment in the Army, Navy or Marine Corps of the United States as a private soldier, officer, seaman, or marine during the war with Spain, or during any other war in which the United States may be engaged, said parties are hereby notified to appear, respond and offer evidence touching said allegation at 10 o'clock a. m. on June 24, 1903, before the Register and Receiver at the United States Land Office in Walla Walla, Washington.

The said contestant having, having in a proper affidavit, filed April 30th, 1903, set forth facts which show that after due diligence personal service of this notice cannot be made, it is hereby ordered and directed that such notice be given due and proper publication. JOSEPH L. MONTGOMERY, Register