

INGEDITION  
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# East Oregonian

DAILY EVENING EDITION  
Eastern Oregon Weather  
Tonight showers and thunderstorms; cooler; Friday fair.

PENDLETON, UMATILLA COUNTY, OREGON, THURSDAY, SEPTEMBER 24, 1903. NO. 4853.

## HELD UP TROUTDALE

and One of the  
as Shot by the  
essenger.

## GIANT ON EXPRESS CAR.

about Twenty Minutes  
was Shot at Twice  
ed Highwayman Was  
the Engineer is in  
Portland.

scheduled to reach  
this morning, was  
ht about 9:30, three  
of Troutdale. When  
into Troutdale two  
back of the tender  
As soon as the train  
er headway the men  
be coal and held the  
er their guns, telling  
they saw a white  
e miles down the  
a to stop. This the  
a two other men got  
th lanterns. They  
er Charles Barrett,  
er come with  
ch did not re

rant Powder.  
then went with the  
e baggage car, which  
s with giant powder,  
d of long poles. The  
on the end of these  
e attached. It took  
for the fuse to do its  
it did it blew out  
e lower panels of both

## Robber Shot.

the express menses  
on the bandits as  
losion took place, fir  
in quick succession.  
hit the engineer and  
of the robbers. A  
ed the breast of the  
aches above the heart  
the ground. The rob  
na the temple and the

of the robbers wished  
e work that they had  
other members of the  
nough and wanted to  
ly they told the en  
man to get on their  
out. This was done,  
aking their companion  
em and carrying him  
at the side of the

## at Brakeman.

he that the train stop  
highwaymen left, per  
elapsed. During this  
e on the train were  
e was no excitement  
the train first stopped,  
a brakeman on the  
e car and started for  
eep near the end of  
a man stepped from  
s and took a shot at  
to get back to the  
ld blow his head off.  
e walked through a  
and got off on the  
e train. There was a  
e charge car on this  
who shot down the  
and Smith got into  
ayed there. He told  
engers that they  
up, and they began  
valuable, but before  
hid, the train had  
robbers had left.  
e station the news of  
e wired, and a posse  
e the trail of the band  
nded one was over  
e miles from the  
e attempt, and taken  
e temple and face,  
ht that e will re

engineer, was put on  
e at The Dalles and  
apital at Portland, ac  
Dr. F. W. Vincent, of  
e was on the train,  
d is painful and dan  
e that he will re  
e there are no compli  
e wound.  
e train did not arrive  
ock this morning.  
e of Portland.  
e. At 2:30 o'clock

this morning Sheriff Storey, in pursuit of the robbers, found one lying beside the track at the scene of the hold-up, with buckshot wounds in his head, fatally wounded. He would not tell the names of the others. It is believed he will confess before he dies. He was brought to this city. The other desperadoes are being pursued. The police believe they have gained this city by boat.

## Robert Forster on the Train.

Robert Forster, of this city, who was on the train, with Dr. F. W. Vincent, says of the affair: "I was sitting in the tourist car near the rear end of the train, and when the engineer came to a gradual stop at such a distance from a station, there seemed to be an instantaneous understanding among the passengers that something was wrong. As soon as the shots were fired Dr. Vincent and I walked through the train to the first car, and soon many passengers were on the ground. If there had been any large pistols among the passengers they could have shot the robbers before they got out of sight. There was no excitement. The first aim of the people and the crew was to relieve the sufferings of the engineer, who was shot through the fleshy part of the breast. He was taken on board the train, and the fireman ran the engine until we met the other train going to Portland."

**Conner Will Die.**  
Portland, Sept. 24.—James Conners was brought to the county jail this morning and then taken to Good Samaritan hospital, where he will probably die. One shot went through his head. At times he is unconscious. He will not talk, only to say he lives in Portland. His hands show he is a workman, and he wears overalls and a jumper.

**Back to Washington.**  
Oyster Bay, Sept. 24.—The executive office, it is expected, will be cleared Saturday night. President Roosevelt and his family will leave Monday morning for Washington on a special train.

**Liverpool Grain.**  
Liverpool, Sept. 24.—Wheat opened 1/2 pence lower and corn 3/4 pence lower; wheat closed 1/2 pence lower, and corn 3/4 pence lower.

## MESSANGER BOYS ON STRIKE

### ASK SHORTER HOURS AND BETTER PAY IN CHICAGO.

They Are Working to Extend the Strike All Over the City—Managers Will Fill Their Places With Girls.

Chicago, Sept. 24.—Messenger boys in the Western Union down town offices struck this morning for more pay and shorter hours. They demand \$4.50 to \$6 per week and an eight-hour day. Two hundred boys are parading the streets, visiting the offices and inducing other boys to join, and have picketed offices. Policemen are guarding those who did not strike. The managers say they can fill their places with girls, as in the last strike. Organizer Fitzpatrick, of the Federation of Labor, will form a Messengers' Union.

## GRAIN MARKETS.

Quotations Furnished by Coe Commission Company—B. E. Kennedy, Local Manager.

Chicago, Sept. 24.—As usual the case, following a weak and disappointing market, the feeling in trading circles tonight is despondent. The fact that neither good railroad earnings nor favorable crop reports cut any figure in speculation has spurred operators for the decline to renew efforts which are not aggressively opposed by the big men. The latter, however, continue to buy stocks on the fall down. The bears had another inning today in wheat and corn, wheat closing almost the low point, and corn at the low spot.

	Opening.	Close.
Wheat—		
Dec. ....	77 1/2	76 3/4
May .....	79 1/2	78 3/4
Corn—		
Dec. ....	47 1/2	45 1/2
May .....	47 1/2	45 1/2
Minneapolis, Sept. 24.—		
Wheat—		
Dec. ....	75 1/2	75 1/2
May .....	77 1/2	77 1/2

**Chicago Wheat.**  
Chicago, Sept. 24.—Wheat opened at 77 1/2; closed 76 3/4.  
Two thousand steel workers at Lebanon and Cornwall, Pa., are idle from shutting down of furnaces. Over production is alleged by the companies.

## C. P. STRAIN'S ARGUMENT IN O. R. & N. TAX CASE

### County Assessor Makes an Able Showing in Presenting His Side of the Assessment of Railroad Property.

The East Oregonian takes pleasure in printing, in full, the able defense made by County Assessor C. P. Strain, in the O. R. & N. tax case. While it will be impossible to publish it all in one issue, it will be run from day to day, until the people of Umatilla county have been permitted to read the entire paper.

Without doubt, Mr. Strain has prepared the most elaborate and able statistical article upon the subject of railroad taxation ever made in the state of Oregon. It is the first time the subject has been treated from an expert standpoint, and it is a paper that will mark an epoch in the history of assessments in the state. The amount of patient and well directed research, necessary to compile the arguments, and the vital comparisons made between the values of property under different conditions, in different parts of the United States, shows a wonderful energy, and the findings of Mr. Strain upon the subject will stand for future reference in Umatilla county and in the State of Oregon, for years to come.

Following is the introductory and a portion of his argument:  
**Assessor Strain Said.**  
As an introductory to this discussion, I desire to invite your attention to the geographical strength of this company's position.

It commands the Columbia basin as no other road can. This basin is in itself an empire, settling up and developing as few other localities are doing. Every new settler, every additional acre brought under cultivation, every new mine, every new industry, expands the business of this company.  
No man can measure the possibilities of this great basin. Within it millions of treasure will doubtless be expended by the government in extending the project of national irrigation. New people, new products, new enterprises promise to multiply as never before.

Again, this company meets the Great Northern and the Northern Pacific at Huntington. I do not profess to know anything about the traffic arrangements, present or prospective, of the O. R. & N., but I do know that this is an age of combinations and mergers.  
Nothing is more apparent than the economic advantage of a community of interests between the O. R. & N. on the one side and the Great Northern and Northern Pacific on the other. By a union of these interests those two great continental roads would be given a down-hill pull to the sea.

A merger of the Union Pacific, the Northern Pacific and the Great Northern is not an impossibility. Under such an arrangement, the heavy traffic of every one of them would follow the line of gravitation down the Columbia over the O. R. & N. to tide-water.  
The economic key to this whole problem is the Columbia gap which is commanded by the O. R. & N.

**Factors in Valuation.**  
Where can you find another road with equal geographical advantages? Who can estimate the future value of this road? Our supreme court has laid down the rule that an assessor shall take into consideration the capital, the cost, the net earnings, the power of a road to command the traffic of a country, and its connection with other roads, in determining its value.  
The company in their petition, object first to my assessment of \$12-

000 per mile upon their track and roadbed.  
Second: To my assessment of \$21,000 upon their depot grounds.  
Third: To my assessment of \$24,850 upon their supplies.

I will discuss these objections in their reverse order. The company had the material here on the first day of March, 1903. They don't deny that I valued the road at what it was worth exclusive of this material. I made a separate assessment upon the material.

**Loss to County in 1901.**  
In this connection I will suggest that the company had in 1901 cash and current assets to the amount of \$2,547,968 and materials and supplies to the amount of \$759,189. Total, \$3,307,157. Against this were current liabilities to the amount of \$879,748. Their net personal property at that time amounted to \$2,427,409 exclusive of their rolling stock. This county's assessed pro rata of that property would have given us \$121,028. We got nothing.

It might be well for you to call upon the company for a statement of their personal property this year.  
As to their second objection, I valued their depot grounds just as I did adjoining property, and then deducted \$6,000 from the total.

Owing to its semi-public usage, and the nature of their title I admitted to their tax commissioner that their objections upon this point had some force. I agreed to reconsider the matter upon condition that the company's siding in this county be assessed. He never again mentioned the subject of their depot grounds to me.

Their first objection is the one of most importance. Here are some official statistics bearing upon the value and taxation of railroads.

**Interstate Commission Authority.**  
The following table is taken from the report of the interstate commerce commission for 1902, and shows the average valuation in the Northwest states:

	Tax per Mile
California .....	\$250.81
Nevada .....	143.53
Oregon .....	148.46
Idaho .....	197.95
Washington .....	178.14

The average tax in the Northwest states is \$183 per mile. The average tax of the O. R. & N. in this county is \$149 per mile.

An examination of these figures will show that the O. R. & N. Company pays less tax per mile than does railroad property of equal value in any other section of the northern half of the United States.

Beginning with the New England States, we find an average capital per mile of \$62,199 paying \$3,704 net per mile. The taxation per mile ranges from \$167.77 in Maine, to \$1,336.32 in Massachusetts. If the mileage were equal in each state, the average tax per mile in New England would be \$602.05. But the states in which taxes are highest contain the most mileage. This rule holds good in other groups.

**Average Per Mile Exceeds O. R. & N.**  
Therefore the average tax per mile on other roads is above rather than below these figures.

If railroad taxes both here and in New England were based upon net income and New England made the standard, then the O. R. & N. should pay approximately 3500-3700x600, or \$567 per mile. But it paid last year only \$149 per mile in this county, or 26 per cent of what New England would have taxed it.

(Continued tomorrow.)

## OREGON MAN FINED.

**W. A. Coughnaour of North Powder Cuts Timber on Public Lands.**  
Boise, Idaho, Sept. 24.—The jury in the case of the United States vs. Coughnaour, the Payette saw mill man, for wrongfully cutting timber on government land, has brought in a verdict against the defendant for the sum of \$300.  
Coughnaour was charged with unlawfully cutting timber on government land of a stumpage value of \$3,836. Before the case came up for

## RAILROAD MEN SCAKE.

Work Plentiful Everywhere and Men Are Independent.

La Grande, Sept. 24.—Several prominent engineers on the O. R. & N. have resigned their positions this week and as men are scarce in the country, the force is somewhat short at present.  
Among the engineers to resign this week are J. R. Oliver who has been on the road here for 10 years, Joe Frazer, who has worked here for three years and A. F. Drefson, a recent arrival.

Several new men have been sent here from Portland, but only remained a short time. Work is plentiful on all the western roads and railroad men are independent.  
The resignation of these old men has promoted several firemen and it is the intention of the O. R. & N. to secure all its engineers in future through promotion, if possible, as a more permanent class of men is obtained in this way. When a young man is promoted he must work for two years before he can get a recommendation as an engineer, so the company is sure of their service for this length of time.  
All those who have resigned will go to the Southern Pacific where oil burning engines are used.

## OFFICIALS NAMED.

**Register and Receiver for the Lakeview Land Office Are Nominated by Oregon Delegation.**

Portland, Sept. 24.—John W. Watson, of Paisley, has been named as a candidate for register, and C. U. Snider, of Lakeview, has been named as receiver for the Lakeview land office, by the Oregon congressional delegation, in place of the former officials, who have been removed.

J. H. Booth, of the Roseburg land office, is in danger of being ousted from his position, for giving out confidential information in regard to valuable timber lands, and the bond of Ed W. Davis, recently appointed register at La Grande, has been found to be defective and has been returned for correction. Receiver Newell, of the Burns office, is an applicant for reappointment, but no action has yet been taken on his case.

## RUSTLERS AND CATTLEMEN

### OLD-FASHIONED TIMES ON THE ARIZONA RANGE.

**Rustler Fights Desperately When Caught in the Act and Escapes—He Kills One Man and Wounds Several Others.**

San Francisco, Sept. 24.—Joseph Roberts was caught removing a hide from a steer owned by a man named John Stockton, near Solomon, Ariz. Stockton summoned his cowboys. In the fight which ensued, Stockton was shot through the body and several cowboys were wounded.

A posse from Solomon surrounded the house in which Roberts sought refuge. The fight continued until darkness. The outlaw made a desperate dash for his horse, wounding three of the posse, and escaped.

## PACKING COMPANY ORGANIZED.

**Independent Association Launched at Kansas City.**

At a meeting of the promoters of the Independent Packing Company at Kansas City, Tuesday, a joint stock company, with \$5,000,000, was organized. The stock is divided into 100,000 shares at 50¢ per share.

A board of directors, made up of Western stockmen, was elected, consisting of the following well-known gentlemen: H. A. Castro, of California; J. T. Brown and William Lindsay, of Montana; John W. Springer, of Colorado; and Frank Benton, of Pendleton, Or.

A meeting of this board was called to be held in Denver during the first week in October.

Plans for future work will be outlined at the Denver meeting. Mr. Gwinn is not certain whether he will be able to attend this meeting of the board or not.

## Large Graduating Class.

The graduating class of the high school this year, so far as organized at present, is composed of the following: Fred Hartman, Se Williams, Bertha and Roy Alexander, Gertrude and Leonore Sheridan, Dell McCarty, Nell Jay, Will Wyrick and Cloe Stanfield. There are about 90 scholars in the high school grades this year, while there were but 70 last year, and a large number of pupils is expected to enter these grades later, making over 100 when all are in.

## INSURGENTS AND TURKS DO BATTLE

**Turks Burn Villages as a Reprisal Following Heavy Loss in Bulgaria.**

## BATTLE IN PROGRESS IN MACEDONIAN MOUNTAIN.

**Anti-Turkish Sentiment in the Hungarian Diet Causes a Riot, Members Expressing Great Displeasure With the King—France Has Sent Four Thousand Troops to Crete.**

Constantinople, Sept. 24.—A fierce battle is in progress in Kresna Pass, in the Macedonian mountains, between the Turkish troops and insurgents. The Turkish casualties thus far reported are 325, including five officers. The insurgents' loss is six killed and 20 wounded.

## Riot in Hungarian Diet.

Buda Pesth, Sept. 24.—There was a riot upon the reopening of the Hungarian diet this afternoon. A number of members attacked Premier Hederervy, crying, "Bribe-taker; put him out." Quiet was finally restored. The premier attempted to speak and started, "in the name of the king." He was interrupted by shouts, "We no longer believe the word of the king."

The acridity of the situation at this time is largely due to the numbers of Macedonian and Bulgarian sympathizers in the diet being greater than ever before, and they announce their purpose of forcing as an issue a proposition to ally Austro-Hungary with Russia in an effort to oust the Turks from Europe. To a man this element is arrayed against the king, whose age and settled policy of conservatism and peace forbid all hope of his being a party to such a compact.

Emperor Joseph is known to have heard a sympathizer with the Balkan revolutionists, but has pursued a temporizing, vacillating policy that has brought down upon him charges of faithlessness and double-dealing, generally termed perfidy by the liberals.

## Turks Were Defeated.

Sofia, Sept. 24.—A dispatch today reports a battle between 7,000 Turkish troops and a revolutionary force near Kotehani Friday in which 600 Turks were killed. Later the Turks pillaged and destroyed a number of Bulgarian villages in revenge for their losses.

## Battle on the Frontier.

Constantinople, Sept. 24.—It is officially announced that in a battle near Mishino, near the Bulgarian frontier yesterday, the Turks lost seven killed and seven injured and the insurgents 45 killed and captured.

## PROTESTS TO COUNTY COURT.

**Charged That Personal Property Assessment is Too High.**

The county court this afternoon is considering the assessment on the property of W. J. Furnish, which in the estimation of the owner, was valued at too high a figure. Some time ago it was reported that the Savings Bank thought their assessment was too high, but they have made no mention of the matter.  
The property in question is the individual property of Mr. Furnish. At the time of the session of the board of equalization, the matter was brought up so late that the board had no time to look over all of the property in question, and the court is today completing that work. The court has not yet reached a decision in the O. R. & N. case.

## Just a Neighborly Quarrel.

Mrs. Hansen and Mrs. Talt, two women who are neighbors and residents of Clay street, were before Judge Fitz Gerald this morning. Mrs. Hansen was the plaintiff, and charged the defendant with assault and battery. In the estimation of the court there was nothing in the case, and he dismissed it, gave the women a lecture and sent them home. The row is the result of a family quarrel in which the children of the two women were also parties.

The grand jury at Denver is wrestling with evidence to show registration fraud in the charter election.