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Meets in Odd Fellows' hall every Wednesday evening. All brothers in good standing are invited to attend. W A BOUTH, C C E A BELENAP, K R S

OSHOBO LODGE No 101, A O U W
Meets in Odd Fellows' hall every Second and Fourth Mondays of each month. E O HYDE, M W L N LIQUETT, Recorder

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New York, May 18.—Interests identified with Union Pacific today control the Union Pacific line extending from Ogden to Portland, also the Southern Pacific line, extending from Ogden to San Francisco and back to New Orleans, and branches all through California and Oregon. The same interests hold a majority of the stock of the Northern Pacific, with a line from St. Paul to Portland, together with the interests of the Northern Pacific in the control of the Burlington, traversing the states of Illinois, Iowa, Kansas and Nebraska, with branches into other states. The same interests control other properties, but they are not so directly identified with the Union Pacific. It is not at all probable that the Union Pacific, as a corporation, will ever control the Northern Pacific, but it is in a position to exert a strong influence in Northern Pacific affairs. In other words, the Union Pacific is becoming the dominating power between the Missouri River and the Pacific Coast, to an extent never before possessed by any one corporation. The plans of the Union Pacific management are for reaching, and, in the opinion of the management of the Union Pacific, are destined to still greater predominance in the future.

Saved Pussy's Life.

A delicate surgical operation, which terminated successfully, was performed on a cat by G. Cathey and a fellow student about three weeks ago. Pussy had been ill for several weeks. Her case refused to yield to allopathic doses of kind treatment, and no amount of careful nursing improved her condition. A consultation was held, and it was decided to try surgery where medicine had failed. Farewells were made by earthly friends and chloroform was applied to pussy's nose. When unconsciousness came she was placed on the operating table, and the knife was put in play. An incision was made in the abdominal cavity and it was discovered that a hard substance had formed in the descending colon. How to remove this gave the surgeons pause. An opening in the intestines is made only in a case of life and death. Pussy's condition was desperate. The step must be taken. A slight incision was made, the foreign substance removed, and the wound carefully stitched up. The outer wall was closed and sewed, and the operators waited anxiously to see which would pass away, pussy or the effects of the anesthetic. Happily it was the latter. The erstwhile invalid has now taken a new lease on her nine lives, and surgery has again triumphed over medicine. —Corvallis Gazette.

Getting Well Fast.

SAN FRANCISCO, May 21.—The convalescence of Mrs. McKinley is very rapid, and she is fast regaining her normal strength. She was able to sit up today and read the papers. So marked is her improvement that it is very probable the Presidential party will start for Washington next Saturday. If no untoward developments should occur it is thought that Mrs. McKinley will be able to endure the journey by that time.

Will Appeal Case.

WASHINGTON, May 21.—The navy department has been advised informally that the higher courts in California have rendered a decision against the government on the ownership of Mission Rock, in San Francisco harbor, where an extensive naval station was to be placed. The case will be appealed to the United States supreme court. Naval officials regard the ownership of this site as of great importance. The early decisions of the courts were favorable to the government, so that the report of an adverse decision came as a surprise.

No Indian Trouble.

WASHINGTON, May 21.—No advices have been received at the interior department indicating any friction between the Shoshone Indians and their agent. No request has been received for troops to assist the agent in meeting the alleged trouble. In the absence of any official advices, the department officials are not inclined to believe the affairs at the agency are in any serious condition.

A Thrilling Experience

A passenger on the train from Walla Walla to Milton Monday evening passed through an experience which he will probably never care to undergo again. He was talking to a friend on the platform at Walla Walla when the conductor called "all aboard" and the train started. It had gained considerable speed when he caught on to the hand-guard and landed on the car step. The vestibule door was closed and fastened on the inside, but he thought he could easi-

A Wreck.

The worst wreck in the history of the Lebanon road occurred this forenoon at Froman, two and a half miles from Albany. The train from Wendling, with twenty-three cars heavily loaded with lumber, ties, and other things, was coming slowly along at not more than fifteen miles an hour, and three cars and the engine had passed the switch at Froman, when the fireman who was in the gangway looking back, could plainly see the rails of the switch move under the fourth car of the train. The place is just at the county road, and there is a cattle guard approaching the road. The fifth car on leaving the track plowed down into the guard and the other cars behind it followed on top and over into the county road until ten cars were heaped in a pile and smashed to pieces, laying on ends, sideways, upside down, all kinds of ways. The remaining ten cars including the combination car and the passenger car remained on the track.

There were about twelve passengers in the passenger and express cars. It was a shock to them, but fortunately none were injured seriously. An examination disclosed the fact that the lock and staple had been taken out of the switch, they being found on the ground near by. Who did it or what for is speculation. When the train left the switch the weight of the heavy cars jerked the rails out of position throwing the cars from the track.

The train was in charge of Frank Cummins, conductor, and Frank Crow, engineer. The character of the accident precludes any blame to any one connected with the train.—Albany Democrat.

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