

BARB WIRE PHONES

UMATILLA COUNTY LEADS
THE WEST IN THIS ODDITY.

Athens District Has Seven Lines With 105 Phones in Use—Reaches to Every Settlement—Will Soon Be Compelled to Employ an Operator.

The barbwire telephone lines entering in Athens have assumed such business proportions that it has become next to impossible to handle them without the installation of a switchboard and the employment of a special operator, says the Athens Press.

There is at the present time entering Athens, seven different barbwire telephone lines. They are the Mountain and Southern line, with 24 phones; Athens, Western and Milton line, with 14 phones; Pine creek line, eight phones; Couse creek line, 11 phones; Adams line, 10 phones; G. W. Bradley's line, 8 phones; Hellen line, 10 phones. Here we have a total of 105 telephones, the business of which is daily increasing as their practical usefulness becomes more and more impressed upon the owners.

The work of making the proper connections and getting the persons wanted, answering calls, etc., devolves upon the members of two business houses in this city, who have been doing the work free of any charge to the patrons of the service. The business of this work has become so important and it is now proposed to follow Milton's example in putting in a switchboard at some convenient place of business and employing an operator. Milton found it impracticable to get along without an operator, concerning which the Eagle of last week says: "The new switchboard for the Milton Rural Telephone Co. arrived this week and has been installed in V. H. Chastain's pharmacy. The system is in good working order and connects with all the principal houses and important inland points, such as Woodward's tollgate, the Hudson's Bay district, Fletcher's and Olinger's sawmills, etc. This is the result of a private enterprise started by the Elam Hardware Co., a couple of years ago. The business grew to such proportions that it could not be handled without a special operator at 'central,' hence the removal of that office from the company's store to its present location."

Several who have phones on lines entering Athens, when shown the above readily proposed the plan of putting in a switchboard and employing an operator. The cost of maintaining an operator would be slight when the convenience is taken into consideration and would be light on the individual patrons. One farmer says he would not be without telephone connection with town and his neighbors for any consideration. He thinks the property in which the project started is to figure out the cost pro rata, and then have some one interview the patrons.

TO RECLAIM DESERT.
Scheme on Foot to Irrigate Large Tract in Baker County.

Chicago may come to the aid of Baker county in the matter of irrigation, says the Morning Democrat. Certain capitalists of the Windy City a few days ago wrote to Western Observer McGuinness, of Baker City, inquiring as to a certain tract of 6,400 acres of land on lower Powder river, its fertility and possibility of irrigation by means of a reservoir and ditch system. They stated that they would buy the land and sell it to homesteaders if the land was all right and could be irrigated.

Mr. McGuinness' report is a favorable one, as the land is good and can be easily irrigated with an abundant water supply. The scheme will be put through by private enterprise as a good speculation, but may later be associated with a government irrigation scheme, if one is established here.

This is one of the direct results of the advertising of Eastern Oregon by the O. R. & N. Company and more schemes of the same kind may be expected to be consummated in the near future, through the same source, all of which will aid in the development of this naturally rich country, whose agricultural resources will equal its mines and manufactures within the next few years.

HIGH-PRICED FRUIT.
Union County Man Who Holds Two Worthy Records.

John Martin, of Cove, who with his estimable wife came to this valley in the early sixties, with the exception of a team their worldly possessions including actual cash on hand which was \$5, was not a big load, was an Observer visitor Monday. Mr. Martin now owns 200 acres of rich land in the Cove for which \$100 per acre would be no great temptation to cause him to part with it. He also owns 1600 acres in Hog valley where he keeps constantly on hand about 300 head of stock.

Mr. Martin has the honor of selling the first gallon of strawberries sold in the city of La Grande, his first customer being the well-known pioneer, L. A. Boskowitz. His load consisted of six gallons and the price received was \$1 per gallon. Mr. Martin also has the distinction of selling the first gallon of cherries in Baker City receiving \$1 per gallon also for them.—La Grande Observer.

ABOUT WATCHES



My prices on Watches will interest you. Come in and look my line over. Good watches the kind that keep time, \$6.50 and up.

15 Jewel Waltham or Elgin \$9.50

Every kind of watch work turned out promptly. Satisfaction or no charge.

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JEWELER OPTICIAN
815 Main St.

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BREVITIES.

H. Connel, of Umatilla, was a Pendleton visitor yesterday.

D. James, of Baker City, was a Pendleton visitor yesterday.

E. L. Marshall, of Cove, is in the city for a short business visit.

C. H. Sherman, of Athena, was in the city for a short visit yesterday.

W. W. Riddle, of Baker City, spent Sunday in Pendleton the guest of friends.

A. Bennett, of Stokes, was in the city yesterday for a short visit with friends.

Mrs. H. C. Willis and son, of Echo, are spending the month at Lehman Springs.

William Sturgis left this morning for Astoria, where he will attend the regatta.

Charles Eppinger, of the Alexander store, will return from his vacation tomorrow.

C. A. Cameron, Jr., spent Sunday in Baker City, the guest of relatives and friends.

Dr. L. Mitchell, chiropodist, is in the city for a few days, the guest of the Strahon.

J. J. Balleray left this morning for Milton, where he goes on a short trip on legal business.

T. D. Taylor has returned from a trip to Blenheim, where he went the middle of last week for a rest from his duties of his office.

Ralph Howard, of the postoffice, left yesterday for Lehman Springs, where he will spend the next two weeks enjoying his annual vacation.

Arnold Shearman has returned from Portland, where he has been for some time, and has accepted a position in the Pendleton Scouring mills.

R. Alexander left Saturday evening for Yaguna Bay, where he will join Mrs. Alexander for his annual vacation before coming home with his family.

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LOW RATES TO FAIR

RAILROADS EXPECTED TO INVITE TRAVEL.

Lewis and Clark Exposition Will Be Granted Very Low Rates—Roads All Favor Reductions—Efforts Will Be Made to Stimulate Traffic.

That the representatives of transportation lines will meet and formulate a plan for the Lewis and Clark Exposition will be agreed to quote unusually low rates for the exposition is regarded by railroad men as certain. Assurances have been given that the Lewis and Clark Fair will receive rates as low as any ever granted to a coast enterprise, says a Portland paper. This probably means that at least one rate for the round trip will be authorized, and it may be that a rate of \$50 for the round trip from Chicago may be granted. Some railroad men believe that the \$50 fare from Chicago is most apt to be used as the basing rate.

The only question that appears likely to be brought up for serious consideration between the conferees is the duration of time these rates shall be in effect. The railroad men are anxious that the rate be applied during the six months the fair is open.

Some railroad men are opposed to this policy, believing that certain selling days should be fixed and that regular fares be quoted on other days. Such officials insist that the companies cannot do business all summer on an exposition basis.

If any difficulty is had in reaching a conclusion it is likely to come from the southern lines. The northern lines, having close business relations with Portland and the state of Oregon, as well as other Northwest points, are inclined to favor the fair. They are likely to insist upon extending the rate to almost every day of the fair board almost every day of the fair.

While some protest may be expected, the fact is that the southern lines, particularly those with no connecting lines into Oregon territory, it is not believed they will go so far as to endeavor to upset arrangements.

From what is known of the attitude of the Transcontinental Passenger Association the disposition of members is to agree to the rate that is satisfactory to the northern lines, the ones most interested. This practically assures the Lewis and Clark Fair of the considerations that are desired.

The conference between a committee of the Lewis and Clark Fair and the committee from the Transcontinental Passenger Association will be held some time next week during the visit to the coast of Charles S. Fee, general passenger agent of the Northern Pacific. As chairman of the committee Mr. Fee has asked all the interested roads to be represented. It is not known, as yet, how successful this movement will be, but at least Mr. Fee and A. L. Craig, general passenger agent of the O. R. & N., will attend. The result of this meeting will probably determine the action of the Transcontinental Passenger Association.

It is rather significant that the conference between Lewis and Clark rates is to be held at a time when the passenger associations have not fixed the rates to apply from this territory to the St. Louis Exposition. It is likely that the Lewis and Clark rates will have been quoted before the St. Louis rates are settled.

The settlement of the Lewis and Clark rates two years before the exposition is opened will give the officials in charge a definite basis upon which to work in advertising the big attraction. Equally important, however, is the action which binds the railroads to aid the fair. Naturally, after the general passenger agents have agreed to favor the exposition, it will do a great deal toward advertising the fair. The railroads would, in any event, advertise the exposition extensively, but they are more apt to begin early and advertise more extensively than they are committed to the assistance of the enterprise.

The question of low rates for the fair from the East is one that the fair officials have long desired settled. In the addresses made before the Transcontinental Passenger Association, the speakers brought out the fact that the fair could not be made a success unless low railroad rates were granted. There has, however, never been much doubt but that the transcontinental lines, acting for no other reason, would grant low rates to Portland. The exposition officials, however, would like to know as soon as possible what these rates are to be.

WOOLGROWERS' MEETING.
Annual Convention of State Association to Be Held in Baker City Next Month.

J. H. Gwin, secretary of the State Woolgrowers' Association, is now working on the program for the coming state convention to be held in Baker City, on September 14-15. He expects to secure some speakers of ability and practical experience. The convention will be held at the same time and place as the last year, and it is expected that the desire of the woolgrowers to make the coming meeting one of the most memorable in the history of the organization.

There are eight woolgrowers' organizations in Oregon, and the delegates are apportioned on the basis of one delegate to each 20,000 head of sheep. By the membership of the local, there being about 3,000,000 sheep in the territory represented by the eight organizations, the total number of delegates entitled to seats, would be 100.

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Through his attorneys, Halley & Lowell, Louis Anderson has filed suit against the O. R. & N. company for \$1,772.22 damages alleged to have been caused by fire set by the company.

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Mr. Troutman is also at work on the plans for a new bank building at John Day. The building is to be of brick, 25,000 feet in dimensions, and will be as modern a place as any built when it is done. The cost of the building will perhaps be \$25,000.

Cannery Will Start.
The painters are just finishing up on the Echo cannery building, and the whistle will blow for a trial run, about September 19. The people of Echo are anxious to supply the necessary number of American hams, and the cannery promises to start out with a good trade. Orders have been received for same shipments from every portion of the country.

The cannery people have operated a meat wagon in the Echo district for the past three months, and have made a great success of the venture. The cannery will start out without a dollar of indebtedness, having paid for all its material, labor and other expenses with stock, and the income from the meat wagon.

Lewiston Fruit Crop.
The Lewiston Tribune says the fruit crop of the Snake River district will be much larger this year than ever before and will aggregate 215 carloads. More specifically, it is estimated that the shipments will be 24,000 boxes of cherries, 9,000 crates of apricots, 25,000 crates of plums, 19,000 crates of peaches, 12,000 boxes of pears, 7,000 boxes of apples, 7,000 boxes of grapes and 105,000 boxes of peaches. The largest orchardist is William Lafollette, of Wawawai, who will ship about 75 cars of fruit of his own growing.

Nine Carloads of Fat Cattle.
For several days last week a stock buyer named Benson was in the city and vicinity looking for stock for the Union Meat Company, of Portland. He has at last gathered together nine cars of fat cattle for that firm, and will ship them the middle of the week. The cattle were bought in the McKay creek country.

Ill With Scarlet Fever.
The two children of Tex Langner are sick with the scarlet fever, at the family home of the eighth end of Main street. The disease is of a mild form and not at all serious. A flag has been ordered out, and the cases are under quarantine, so there is no danger of a spread of the disease.

Death of an Infant.
Edward J. the infant son of Mr. and Mrs. John McCreavey, died Sunday morning at the family home, of colic. The little one had only been sick for a short time. The funeral services were held from the Catholic church this afternoon at 2 o'clock.

Business at Lehman Springs.
Charles Dutton, the proprietor of the Lehman Springs, is in the city today on a business trip. Mr. Dutton has his hotel full at all times, and is well pleased with the income of his property.

Duncan C. Courage, a workman in the shipyard of Moran Brothers, of Seattle, was instantly killed Thursday by falling 60 feet from a scaffold in the hull of the battleship Nebraska. A companion fell with him, but was saved from instant death by falling on the body of Courage.

Visiting at S. J. Strain's.
Mr. and Mrs. A. Bechtel, of Arwin, Kan., are visiting at the home of Assessor C. P. Strain, in this city. Mr. and Mrs. Bechtel are Mrs. Strain's parents and will remain in the West until October.

Son Born.
A son was born to the wife of John Hagen, one of the ranchers of the Despain Gulch, this morning, and the father wishes all of his friends to know of his good luck.

Alfalfa Crop Short.
S. B. Dozier, of Nolan, is in the city on business, and reports that the alfalfa crop in this vicinity is considerably under the average yield, on account of dry weather.

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FATHERS IN ISRAEL

NOTES ON A FEW OF THE OLD MEN OF PENDELTON.

"Grandpa" Blair Tells Why His Son is a Republican—Unusual Record of This City for Old People—Belief is Only a Partial Enumeration of the Aged.

Pendleton is a place of good sanitary conditions and of pure air, and it is not known, as yet, how successful this movement will be, but at least Mr. Fee and A. L. Craig, general passenger agent of the O. R. & N., will attend. The result of this meeting will probably determine the action of the Transcontinental Passenger Association.

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The Peoples' Warehouse

It Pays to Trade at

The Peoples' Warehouse

For 3 Days

Monday, Tuesday and Wednesday

ALL SILK GRENADINES
44 inch wide \$1.50 values

Only 85c per yard

Remember: This Price is for 3 Days Only

The Peoples' Warehouse

Outfitters for Women and Men.

Another large shipment of new and stylish fabrics. Prices range from 10c to 30c. Sizes, notes, packet and letter, 45 to 90 page each.

HERE IS A Partial List

Royal English Bond. Old Holland Linen. New Flax. Cobweb Fibre. Lancaster Linen. Currency Bond. Crushed Bond. Imperial China Silk. Royal Mail. India Gauze. Severeign Bond. Empress of India, etc.

The Very Latest Tablets

Full Line of School Books and School Supplies

Dindinger, Wilson & Company
Phone, MAIN 1181

GOOD SHOES CHEAP.

THE ALASKAN ROAD

SEATTLE COMPANY BEGINS CONSTRUCTION WORK.

Must Complete 125 Miles of Alaskan Central Each Year Until 420 Miles Are Built—From Knik to Eagle.

One of the most important expeditions that ever left this city for Alaska goes north on the Pacific Clipper line steamer Santa Ana, which is scheduled to sail Monday, says the Seattle Star. It consists of a party of 30 men, most of whom are the heads of departments of the Tanana Construction Company, which has the contract for building the Alaska Central railway, 420 other men engaged as laborers and in other capacities, and 70 tons of material. Following the Santa Ana all the other Alaska steamers of the Pacific Clipper line will carry during the summer cargoes of material for the construction of the hyperborean railroad, the first to be started through the vast wilderness of that unexplored territory.

The Tanana Construction Company under the terms of its contract with the Alaska Central railroad, is obliged to build 125 miles of road each year until the total of 420 miles is completed. In the outfit which