

BOTH TO USE MALHEUR LINE

PORTLAND, Ore., Jan. 18.—The Oregonian prints the following: "When the proposed new railroad is built through Malheur Canyon in Eastern Oregon it will be used by both the Harriman and Hill systems, according to the most recent reports concerning the transaction by which a strip of right-of-way 70 miles in length was transferred by the Boise & Western railroad, a Hill corporation, to the Oregon Eastern, a Harriman institution.

While the property virtually becomes a Harriman possession, giving that system the ownership of a continuous passage through what has been termed the key to the Eastern Oregon rail situation, it is understood that a common-user agreement will be entered into with the Hill interests.

Even this arrangement, however, would leave Hill without an outlet in Western Idaho, but this, it is believed, can be supplied by any one of several routes now receiving consideration.

Already there is some talk of a western extension of the northern branch of the Burlington into Southern Idaho. This would provide the desired outlet for the east-and-west road through Oregon and give Hill reason for continuing his hold on Malheur Canyon.

Persons close to the bulwark of the Great Northern system declare that his sale of the 70-mile strip provides no reason for concluding that he has given up his purpose of invading Eastern Oregon. William J. Hanley of Burns, who is said to be as close to Hill as anyone not directly connected with his official family, talked when he was here last week of his possible construction of a road south of Malheur Canyon route, providing for a connection with the Deschutes line, which is now heading for Bend and which promises to be extended in a southerly direction as soon as the line at present projected is completed.

When it became known that both roads were endeavoring to secure rights of way through Malheur Canyon, it was thought that perhaps another contest such as marked progress through the Deschutes Valley would be witnessed in that section of Oregon. But the Deschutes experience probably has taught the railroads a lesson. It is not likely that another war of that kind ever will be waged. Where one set of rails will suffice for the business of two systems, two tracks will not be built. The attitude of all competing lines now is to oppose each other in service after the roads are built and not before construction is begun.

So it seems entirely reasonable that an arrangement whereby the Hill line can enter the Eastern part of the state over the Harriman tracks will be completed. If this is not done there is nothing to prevent Hill from invading the rich and resourceful country south of Malheur Canyon over a line of his own. It is believed that the business of that section will support two separate roads, built far enough apart so that each can develop a separate section.

CONTEST OVER CLAIM.

Brother of Dead Entryman Proves Up On Homestead.

ROSEBURG, Ore., Jan. 17.—Fred Assenheimer, of Gardiner, is in the city and will be a witness at the U. S. land office in the case of the Federal Government against R. Wadekamper, of North Yakima, Wash., a proceeding instituted by the Forestry Service to deprive Wadekamper of a 160-acre homestead on Smith River, near Gardiner. The land was originally settled on by the defendant's brother, who died before completion of the necessary five-year period of residence. Wadekamper then finished the period of occupancy and made final proof. The Forestry Bureau alleges that his residence was legally insufficient to obtain a patent. The land contains nearly 3,000,000 feet of standing timber. Other witnesses in the case will be Noah Black, John Leach and Otto Mattson.

DON'T MIND WEATHER.

Don't complain about the weather when E. M. Smith of Flaxstaff has sold over four hundred bunches of turnips this month, which he raised on his ranch and expects to sell twice as many more before long.

CUT RATE ON LUMBER EAST

PORTLAND, Ore., Jan. 18.—With the lumber manufacturing industry of Portland at a low ebb and the freight rate cloud darkest, local manufacturers were told that they could get via Panama a 40-cent lumber rate into New Orleans, New York and Philadelphia. This means a cut of about half in the Atlantic seaboard business for the Portland mills, and opens to local manufacturers the greatest lumber market of the world today.

Bates & Chesebrough, who recently established the California-Atlantic Steamship company, have tendered the new rate. In a letter to the Oregon & Washington Lumber Manufacturers' association, Traffic Manager J. W. Chapman announces that the first ship to sail from Portland and seeking lumber cargo will be the Stanley Dollar, scheduled to leave here about February 15. It is now planned to have three or four other vessels sail during the year, but extension of the service is promised when business warrants. The effect is accepted as promise of a permanent rate to the great Atlantic markets, which is just the same as the railway rate now prevailing from the Pacific coast to Omaha and Missouri river points.

For some time the Pacific mills have been entirely out of Atlantic seaboard business, except where extraordinary dimension stock was required, as the rate of 75 cents a hundred to New York and 73 cents to Philadelphia was prohibitive. Taking 3,000 pounds as standard weight of 1,000 feet of fir lumber, the present New York rate is \$22.50 a thousand, and that to Philadelphia \$21.90. The new Bates & Chesebrough rate is \$12, flat, to both ports, a cut of nearly 50 per cent. With this rate advantage, gained through water conditions, local millmen are confident of being able to capture an immense business on the Atlantic. It is figured that such lumber shipments laid down at New York and Philadelphia for \$12 could stand the \$2.70 and \$3 rate per thousand for hauling back from these ports of entry as far as Pittsburgh and Buffalo.

In quoting the new rate, the steamship company specifies that pieces not less than 1 1/2 inches thick and not to exceed 35 feet length will be accepted, but Secretary Ostrander, of the manufacturing association, is securing information as to whether thinner boards will not be suitable, where bundled together for easy handling, and has no doubt of an affirmative reply. If such conditions are acceptable, the new covers all classes of lumber desired. But in any event the rate will bring out full cargoes, even of dimension material, which can be resawed at destination to advantage.

Portland millmen are jubilant over the prospects presented them in this offer. They are certain now of being able to get a heavy percentage of the car material business on the Atlantic, as they controlled much of it as far as Chicago when they had to stand a 50-cent rate. With a 40-cent rate to New York and Philadelphia, and the great superiority of fir for this use, there is no possible reason in sight why it should not make tremendous gains at once.

PHYSICIAN SUPPLIES BOOZE.

Roseburg Grand Jury Hands It to Practitioner There.

ROSEBURG, Ore., Jan. 18.—The Douglas county grand jury which adjourned a few days ago, made the following in its final report:

"We find that a great many of the charges of the violation of the local option liquor law, when run down, turn out to be drunkenness due to liquor shipped from Zimmerman & Co., of Portland, by express and the same does not constitute a crime.

"That much other drunkenness is due to sales of liquor by drug stores upon prescriptions issued by physicians. We find that more than one physician in Douglas county, Oregon, with great recklessness write prescriptions for habitual gross drunkards, whereby whiskey is prescribed and the patient proceeds to get drunk. This is matter for the medical board, or for legislation."

THE WHEAT MARKET.

(By Associated Press to Coos Bay Times.)

CHICAGO, Ill., Jan. 17.—Wheat closed as follows: May, \$1.01 1/2; July, 97c; September, 95 1/2c.

PORTLAND, Ore., Jan. 17.—Track prices: Club, 80@81c; Bluestem, 82@84c; Red Russian, 79c; Valley, 82c; Fortyfold, 82@83c.

TACOMA, Wash., Jan. 17.—Bluestem, 85c; Fortyfold, 84c; Club, 83c; Red Russian, 81c.

THE ARTIST WON.

His Nerve and His Drawing Combined Made the Editor Meek.

The editor had given the artist an order to illustrate the story and had drawn a rough diagram of the kind of sketch he wanted. It must show a deer vaulting in a high leap over a clump of bushes. The artist read the manuscript, made the picture and sent it in. It was well done. The deer was a magnificent fellow, with a pair of antlers that the most ambitious buck might well be proud of. The editor took one look at the drawing and then in disgust returned it to the artist, with a letter stating that the figure must be redrawn because "the story plainly states that the buck was a yearling, consequently he would have had only spike horns and not the kind of antlers you have depicted."

The artist was not, however, dismayed. He stood pat for antlers. With courage born of immovable conviction he returned the drawing unaltered to the editor and wired him: "Composition demands antlers. Change manuscript to 'three-year-old buck.'"

The editor was struck so dumb by this manifestation of nerve that he actually took time to study the drawing. He let his imagination picture the spike buck instead of the majestic antlered beauty and meekly decided that the artist knew a thing or two, so the editorial blue pencil was brought into requisition, the buck gained two years in a less number of minutes, and the periodical lost nothing by the change.—New York Press.

Obedient Instructions.

Mr. Dabbs was still out at 2 a. m. Unable to wait calmly any longer, Mrs. Dabbs began pacing the hall. She had gone back and forth about thirty-seven times when she heard a thump at the back door.

She walked back and peered through the glass. It was Mr. Dabbs, all right. He seemed to have fallen in the mud two or three times.

She let him in and steadied him upstairs.

"Why did you come to the back door?" she asked.

He collected his fugitive wits before he answered.

"There is a sign in front which says that all packages must be delivered at the rear," he said.—St. Louis Post-Dispatch.

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