

FRIDAY, APRIL 3, 1903.

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We Don't Keep Everything But we do keep a good big stock of nice dry Flooring, Ceiling, Rustic and Finish, in all grades. Also all kinds of Dimension Lumber, .including Lath and Shingles. Our stock of Doors, Win-dows, Moulding, Building and Tar Paper and Apple Boxes is complete, and any one in need of Lumber will not be wrong in placing their order with the : : :

Gray's Harbor Com. Co.

IN AND NEAR PENDLETON. .... N. T. Conklin.

RAILROAD MEN DELIGHT IN MAKING GOOD TIME.

Asiatic Freight and Stock Trains Are Like Holiday Excursions to Freight Men Who Hate the Long Tie Trains That Pull Hard.

The arrival at Portland yesterday of the Indrapura, the monster O. R. & N. freight steamer from the Orient with a cargo of 2500 tons of Asiatic freight for the East, means that the

O. R. & N. railroad men will enjoy the treat of rushing two or three fast freight trains over the system. In the redious monotony of hauling

the slow freights, consisting of from 40 to 55 cars, loaded principally with Cour d'Alene ore, Willamette valley lumber and "Oregon Bananas." as the railroad ties and huge piling are call-ed, a light tonnage Asiatic freight train is a holiday excursion. The freight crews from the moun-

tain, lying at Umatilia, waiting for their turn out, hall with joy the com-ing of the "Tea" train, the Chinese matting or "lily buils," which are all

billed for double quick time. The O. R. & N. handles a great amount of Oriental freight and when a train of it is made up in Portland. all other freight trains clear the way for this special freight, until it is delivered to the next company. The tonnage of the Asiatic freight

train is reduced so that good time can be made with it, and the crews take a delight in hurrying it over the road. instead of dragging along for 12 to 15

Instead of dragging along for 12 to 15 hours with 1200, from Umatilla to La Grande, the tonnage is generally re-fuced to 900 or 1000 and the trip is made in eight hours or less. Where the train is all through freight no local switching nor freight train work is done at the way stations by this crew. They are given a "speed order," permitting them to run 25 or 30 miles per hour and the stops for water at different tanks along the line and for coal in this city are all that are made.

city are all that are made. Special pains are taken to have a helper at North Fork waiting for the train so they will be no delay there. The meeting points are made favora-ble to this train and in every possible manner it is hurried over the sys-

popular because of its real merit. Now is the heavy trains over the mountains, for the sake of economy in expense has removed many of the former pleasures of the railroad man's life. In early days on the O. R. & N. when small engines were in use, a freight train consisted of 25 cars and if the crew thought that was too many for the engine to pull, some of this number was set out without instructions from the offices. The run was made in

was set out without instructions from the offices. The run was made in six or seven hours. Now the strength of each engine is furnished to the conductor and the tonnage that this certain class of en-cine one pull on a contain part of the gine can pull on a certain part of the road, is put into the train, and the engine must take the tonnage, or the company will know why. From Umatilla to Pendleton the

rating for one of the monster 300 class of compound engines is 1100 tons, which may be contained in 30 to 45 cars according to the nature of the

From Pendleton to Kamela the tonnage of the same engine, with a help-er after reaching North Fork is 1000 tons. They must be in good steaming condition to handle their train and for this reason the time con-sumed on the road has increased from six and seven hours to 12 to 15 hours. When men reach home they are tired out. They either lay off for rest or make another trip in hopes that they will get some rest while

waiting for a train. Consequently the "Tea train" and the stock train are gladly welcomed by railroad men from the call boy to the engineer.

## SHEEP FOR MUTTON.

Umatilla County Raises Very Best Kind, But Not Enough to Supply Demand.

E. Harrington, representing the Taate Company, of San Francisco, who this spring shipped from this point about 12,000 mutton sheep, stated before leaving here that if they were to be had he would purchase in Umatilla county and ship yearly 36,-000 mutton sheep, or an average of 3,000 per month.

He avers that there is not in all the West a finer mutton sheep raised than in Umatilla county, but there are not enough of them. This seems a very peculiar condition to exist in a coun-ty having a total of 240,000 sheep. The policy has prevailed for years of developing to the highest extent the wool producing qualities of sheep at the expense of mutton. This tenden-cy Mr. Harrington, who has bought 85

mandary Invite Pendleton and La



Carl Ford is able to be out today, after a month's confinement to the house with the grip.

Cecil Wade has returned home from Walla Walls for a visit. He is attend-ing Whitman College.

Clyde German and wife, of Hunt's Junction, who have been visiting T. G. Montgomery, returned home yesterday

A. D. Stillman and Senator Pierce have gone to San Francisco to con-duct another hearing in the famous Victoria Island case.

Rev. A. R. Johnson, of Spokane, representing the Congregational Pub-lishing House, is in the city, the guest of Rev. Jonathan Edwards.

The Misses Vesta and Helen Lynde, daughters of P. J. Lynde, are ill at the home of their grandmother, Mrs. J. A. Drake , at 518 Jane street.

J. W. Dorman will start about the 15th inst. for an extended trip through the western part of the state and pos-sibly into California for recreation and for his health.

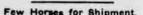
The health of Miss Adnah Raley is improving steadily since her return home and her recovery is confidently expected, and without any impairment of her hearing.

Mrs. R. A. Lent has returned from Enterprise, Or., where she was called by the severe illness of her cousin. Miss Cecil Chauvet, who is now re-covering.

A. W. Burcher and wife, of Concordia, Kan., are in the city, arriving this morning. They will visit for a while with Mrs. Burcher's nephew, William Kemp, of this place.

Charles Green, the San Francisco wool buyer is in the city, stopping at the Hotel St. George. He is the first wool buyer of the season to put in an appearance here.

R W. Thomas, of Philadelphia, is the guest of T. C. Taylor. Mr. Thom-as is making his annual visit to this place. He has been on the road selling certain lines goods for 38 years. of manufactured





ST. JOE STORE

COMMENCING THURSDAY, AP

2nd AND CONTINUING UN THURSDAY NIGHT, APRIL

AT

W. J. CLARKE & CO., Court Street

