

INGEDITION
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5c A WEEK.

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 Fowler.
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

nd Robber Shot.
e express messen-
e on the bandits as
losion took place, fir-
in quick succession.
hit the engineer and
e of the robbers. A
ed the breast of the
ches 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
ough 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.
e 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
e 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
e who shot down the
e and Smith got into
e yard there. He told
e messengers that they
e up, and they began
e valuables, but before
e hid, the train had
e robbers had left.
e station the news of
e wired, and a posse
e the trail of the band-
e one was over-
e miles from the
e attempt, and taken,
e the temple and face,
e that e will re-

engineer, was put on
e at The Dalles and
e apital at Portland, ac-
e Dr. F. W. Vincent, of
e was on the train,
e is painful and dan-
e ought that he will re-
e there are no compli-
e wound.

ever was secured by
e train did not arrive
e lock this morning.
e of Portland.
e 24.—At 2:30 o'clock

this morning Sheriff Storey, in pur-
sue 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. Vin-
cent, 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 sta-
tion, there seemed to be an instan-
taneous 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 peo-
ple 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 Sa-
maritan hospital, where he will prob-
ably 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 execu-
tive 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
½ pence lower and corn ¾ pence
lower; wheat closed ¼ pence
lower, and corn ¼ 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—Man-
agers Will Fill Their Places With
Girls.

Chicago, Sept. 24.—Messenger boys
in the Western Union down town of-
fices 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 induc-
ing other boys to join, and have
picked 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 Mes-
sengers' Union.

GRAIN MARKETS.

Quotations Furnished by Coe Commis-
sion Company—B. E. Kennedy, Local
Manager.

Chicago, Sept. 24.—As usual the
case, following a weak and disap-
pointing market, the feeling in trad-
ing 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 aggres-
sively opposed by the big men.
The latter, however, continue to
buy stocks on the fall down.
The bears had another inning to-
day in wheat and corn, wheat clos-
ing almost the low point, and corn
at the low spot.

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

Chicago Wheat.
Chicago, Sept. 24.—Wheat opened
at 77 1/4; 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 pre-
pared 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 ar-
guments, and the vital comparisons
made between the values of property
under different conditions, in differ-
ent 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 discus-
sion, 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 ad-
ditional acre brought under cultiva-
tion, every new mine, every new in-
dustry, expands the business of this
company.

No man can measure the possibili-
ties of this great basin. Within it
millions of treasure will doubtless be
expended by the government in ex-
tending the project of national irri-
gation. New people, new products,
new enterprises promise to multiply
as never before.

Again, this company meets the
Great Northern and the Northern Pa-
cific at Huntington. I do not profess
to know anything about the traffic ar-
rangements, 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 North-
ern 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 North-
ern is not an impossibility. Under
such an arrangement, the heavy traf-
fic of every one of them would fol-
low 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 cap-
ital, the cost, the net earnings, the
power of a road to command the
traffic of a country, and its connec-
tion with other roads, in determin-
ing its value.

The company in their petition, ou-
tset 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 exclu-
sive of their rolling stock. This coun-
ty's assessed pro rata of that prop-
erty would have given us \$121,028. We
got nothing.
It might be well for you to call up
on the company for a statement of
their personal property this year.
As to their second objection, I val-
ued their depot grounds just as I did
adjoining property, and then deduct-
ed \$6,000 from the total.
Owing to its semi-public usage,
and the nature of their title I admit-
ted 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 of-
ficial statistics bearing upon the
value and taxation of railroads.
Interstate Commission Authority.
The following table is taken from
the report of the interstate commere-
commission for 1902, and shows the
average valuation in the Northwest
states:

| State | Tax per Mile |
|------------------|--------------|
| California | \$250.81 |
| Nevada | 143.53 |
| Oregon | 148.46 |
| Idaho | 197.95 |
| Washington | 178.14 |

The average tax in the Northwest-
ern states is \$183 per mile. The aver-
age 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. Com-
pany 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 mil-
age 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
25 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 un-
lawfully cutting timber on govern-
ment 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 Frases, who has worked here for
three years and A. F. Drefson, a re-
cent arrival.

Several new men have been sent
here from Portland, but only re-
mained a short time. Work is plen-
tiful 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 ob-
tained in this way. When a young
man is promoted he must work for
two years before he can get a recom-
mendation 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 Lake-
view Land Office Are Nominated
by Oregon Delegation.**

Portland, Sept. 24.—John W. Wat-
son, 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 of-
fice, by the Oregon congressional
delegation, in place of the former of-
ficials, who have been removed.

J. H. Booth, of the Roseburg land
office, is in danger of being ousted
from his position, for giving out con-
fidential 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 ap-
plicant 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 des-
perate 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, con-
sisting of the following well-known
gentlemen: H. A. Castro, of Califor-
nia; J. T. Brown and William Lind-
say, of Montana; John W. Springer,
C. F. Martin and Frank Benton, of
Colorado, and J. H. Gwinn, of Pen-
dleton, 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 out-
lined 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 fol-
lowing: Fred Hartman, Se Williams,
Bertha and Roy Alexander, Gertrude
and Leonore Sheridan, Dell McCarty,
Nell Jay, Will Wyrick and Cloe Stan-
field. 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 ex-
pected to enter these grades later,
making over 100 when all are in.

INSURGENTS AND TURKS DO BATTLE

Turks Burn Villages as a Re-
prisal Following Heavy Loss
in Bulgaria.

BATTLE IN PROGRESS IN MACEDONIAN MOUNTAIN.

**Anti-Turkish Sentiment in the Hun-
garian Diet Causes a Riot, Mem-
bers 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, be-
tween the Turkish troops and insur-
gents. 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 Hun-
garian diet this afternoon. A num-
ber of members attacked Premier
Hedervary, 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 sym-
pathizers 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 con-
servatism and peace forbid all hope
of his being a party to such a com-
pact.

Emperor Joseph is known to at
least a sympathizer with the Balkan
revolutionists, but has pursued a tem-
porizing, vacillating policy that has
brought down upon him charges of
faithlessness and double-dealing, gen-
erally termed perfidy by the liberals.

Turks Were Defeated.

Sofia, Sept. 24.—A dispatch today
reports a battle between 7,000 Turk-
ish troops and a revolutionary force
near Kotschani 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 of-
ficially 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 captur-
ed.

PROTESTS TO COUNTY COURT.

**Charged That Personal Property As-
sessment 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 assess-
ment was too high, but they have
made no mention of the matter.
The property in question is the in-
dividual 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 prop-
erty in question, and the court is to-
day 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 resi-
dents of Clay street, were before
Judge Fitz Gerald this morning. Mrs.
Hansen was the plaintiff, and charg-
ed 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 wo-
men were also parties.

The grand jury at Denver is wrestl-
ing with evidence to show registra-
tion fraud in the charter election.