

OTHERS COMPLAIN

WOOLGROWERS DO NOT
GET HOPED-FOR PRICES.

The Salt Lake Republican's Review of the Situation Shows That Everybody Has His Grievances Various Explained—"Bluffers" and "Callers" in Every Market—The Railroads Also Have Their Share of Troubles, and No One Seems to Be Really Happy.

Idaho is not the only state where woolgrowers are having trouble in getting prices they deem fair for their product this year. The Salt Lake Republican, in a recent issue, says:

Idaho and Montana woolgrowers are still sparring with the buyers and between this strife and a season of extremely unfavorable weather, the indications are that the clip will not be cleaned up before the first of August, at least six weeks later than usual. At present, shipments are at a standstill.

Discouraged by the slowness on the part of buyers in the field to meet their terms, the woolgrowers banded together and formed a pool for the purpose of combining their clips and sending them east where they were to be stored and sold through an agent directly to the manufacturing consumers. Large buyers in Salt Lake say this move is regarded as a bluff on the part of the growers and express the opinion that later developments will prove buyers have been offering all the wool was worth and that they will eventually get the bulk of the clip remaining unsold around 19 cents. In support of the theory that the combination of growers carries with it an element of "bluff," buyers say it has been decided to hold special sales at various points where buyers will submit sealed bids for the clips offered. The growers say that, failing to sell the 6,000,000 or more pounds of fleece in this manner at satisfactory prices, they will send the whole lot to eastern warehouses in charge of a selling agent.

Traveling freight agents in the inter-mountain region say their titles should be changed to "wool loaders." They are having troubles too numerous to mention. One of the Salt Lake boys returned to "civilization," as he called it, after having spent 11 days loading one car, and the agent for another road who started loading a car last week wires that he hopes to come home Saturday if he can fill the car by that time. The cold rains of the last two weeks have caused heavy losses to sheepgrowers and some have postponed shearing indefinitely.

As for the railroads, they are interested principally in the threat of the Idaho growers to send their wool east in a bunch, for this would mean a congestion of traffic in the west seriously. If, however, the movement continues as it has been for the last two weeks, it will mean more disagreeable work for the "wool loaders" and no congestion for the railroads.

JOCKEYS MAKE BIG MONEY.

Three 18-Year-Old Boys on Eastern Circuit Earn \$20,000.

Three little lads, none over 18 years of age, are scheduled to earn from \$20,000 to \$25,000 each during this season on the eastern race tracks, says a Memphis dispatch. These boys with trust official incomes are Jockeys Herman Radtke, Lee Sewell and David Nicol. They range in weight from 95 to 105 pounds. What the steering gear is to a ship the jockey is to a race horse. A single miscalculation, a too sudden pull on a rein or a lack of judgment in regard to pace, may make defeat certain, and backers of the horse will lose thousands of dollars. If a jockey is not competent enough to elude all of the "pockets" in which rivals try to ensnare him all the speed of the horse goes for naught.

Often times \$200,000 depends upon the fleetness of foot of a thoroughbred. In order that the best horse may not lose where he is able to win, wealthy turfmen pay from \$10,000 to \$20,000 to little lads who have demonstrated that they can think quickly, grasp an opportunity and land the horse the winner. The fleetest horse is often beaten. A bad start, a "pocket," a jockey's lack of judgment or interference, one or all of these things may prevent the best horse from winning.

Radtke, Sewell and Nicol fill all the requirements of a first-class jockey. For a year they have displayed skill, courage, alertness and strength to such a remarkable degree, that they are at the top of the ladder. Radtke probably is the greatest of the three. He was so successful last winter that Bud May, trainer for Paul Rainey, the young millionaire, offered \$27,000 for the lad's release. Radtke will ride this summer for Jack Keene, who will come east with a big string of horses. In all his races Radtke has displayed

Woman's Nightmare

The critical ordeal through which the expectant mother must pass, however, is so fraught with dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity for the reproduction of life to be either painful or dangerous. The use of **Mother's Friend** so prepares the system for the coming event that it is safely passed without any danger. This great and wonderful remedy is always applied externally, and has carried thousands of women through the trying crisis without suffering.

Send for free book containing information of priceless value to all expectant mothers.
The Bradford Regulator Co., Atlanta, Ga.

Mother's Friend

the utmost coolness and courage. His friends say he does not know what fear means. He is a whirlwind finisher and has often won a race at the post when his friends had given up all hope of cashing their bets.

Sewell came east last summer. He quickly rose from an apprentice boy to a first-class jockey. Charlie Rowe, owner of Colonial Girl, that beat Hermis in the \$50,000 World's Fair handicap, soon discovered that Sewell had great ability, and he engaged him at a big salary. The boy went to New Orleans last winter, and at the fair grounds track soon rode so many winners that in spite of an illness of several weeks, he managed to hold the lead among the riders at that track.

Nicol jumped into prominence last season as the pilot of Sysonby. He rode that horse in the majority of his races. James R. Keene, who was so impressed with the way he rode the champion that twice he paid him \$1000 to come from the west to guide his favorite in big races on the local tracks. During the winter Nicol went to New Orleans and at the city park track soon was the leading jockey.

V. & M. V. REACHES VALE.

Contractor Had Thirteen Hours to Spare When Completed.

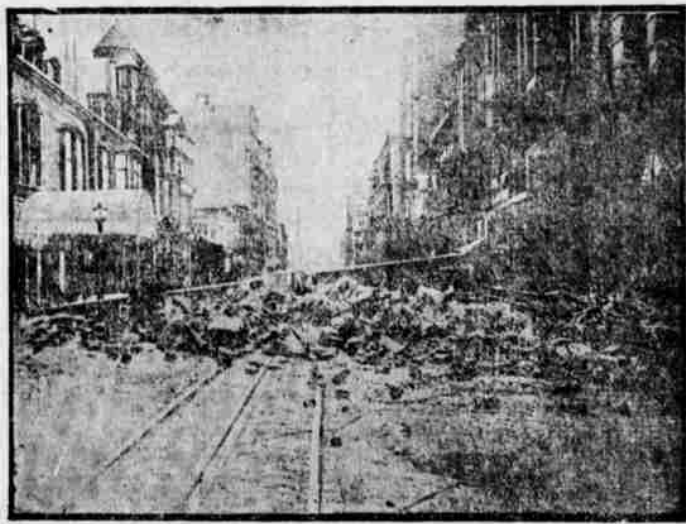
The last spike in the Vale & Malheur Valley railroad was driven and the construction train arrived in the city promptly at 11 o'clock the morning of the 10th, says the Vale Gazette. The ceremonies attending the completion of the railroad from the Oregon Short Line to the county seat of Malheur county were in the nature of a demonstration by the citizens of the city and surrounding country, who assembled to witness the entrance of the first railroad train into Vale.

Steve Culver, the contractor for the construction work, was obliged under his agreement to finish the work by 12 o'clock Sunday night. It was predicted some days ago, when the storm visited this section, that Mr. Culver would fail to make good, but with an increased force of men and teams he overcame the difficulties and completed the task, with 15 hours to spare.

Regular train service between this place and Ontario will be inaugurated at once, and the result of rail transportation means a great boom for Vale and the Malheur valley.

A man who is in perfect health, so he can do an honest day's work when necessary, has much for which he should be thankful. Mr. L. C. Rodgers, of Branchton, Pa., writes that he was not only unable to work, but he couldn't stoop over to tie his own shoes. Six bottles of Foley's Kidney Cure made a new man of him. He says: "Success to Foley's Kidney Cure." Koepfens' drug store.

The liner Westernland, with 1100 passengers, from Liverpool to Philadelphia, went aground at the entrance of Delaware bay, and stuck for three days. A high tide and four tugs released her.



Ruins of San Francisco, to be seen at Frazer Theater, Thursday, June 14.

MORROW COUNTY HAPPENINGS.

Events Compiled From the Heppner Times and Gazette.

Sheriff Shutt has appointed as his deputy for the next two years Augustus M. Mallory, of Ione, who will take charge of the office work the first Monday in July.

C. E. Jones, who was in yesterday from Eight Mile, reports that the survey for the Eight Mile railroad is about completed from Road hill to Blalocks. Work on the south end of the survey will be commenced as soon as the north end is finished.

R. W. Robinson made a trip to Ione last week with two four-horse teams to bring out the windmill and pipe for his new water system on his ranch. The reservoir, which will hold 20,000 gallons, will be completed as soon as the cement arrives from Portland. Eight Mile correspondent.

Reports from all over Morrow county are to the effect that the wheat crop is making a wonderful growth since the rains have fallen. Wheat that was badly burned from the dry weather is taking on new life and will now make a fairly good crop. In the Eight Mile country there is every indication of a heavy yield, some of the fields giving promise of 30 bushels to the acre. Grass is also making a vigorous growth and there will be plenty of feed for stock.

V. H. Heath, deputy game and forestry warden, was in from his mountain home above Hardman the latter part of last week. Mr. Heath reports that he has torn out a lot of trout traps which have been put in on Wall creek, contrary to law. Mr. Heath states that he will enforce the game laws strictly and if the parties who have been putting in the traps can be found they will get into trouble. At one place he found where a ditch had been dug from Wall creek, taking out a large amount of water and depositing it in such a way in a pool that fish could not escape. In a shallow pool in this ditch he found a large number of dead trout. The method of draining the smaller stream in order to get the trout from the pools must be stopped, says Mr. Heath. He also stated that a few cattle died during the heavy rain of the past week. In the higher altitudes the rain was mixed with snow and it was very bad weather on stock.

FIRE PICTURES.

Destruction of San Francisco to Be Seen at the Frazer.

Starting Thursday evening, June 14, the great San Francisco fire and earthquake and all the wonderful effects during the fire and after will be presented by the Edison moving pictures. The Call building and the Palace hotel on fire, Union Square, crowded with people. The soldiers guarding the bank buildings, the crowds fleeing before the fire and many other interesting views. At the Frazer, June 14, and two following nights, with Saturday matinee.

Read the East Oregonian.

BIG FLOOD SALE

The Big Sale of Flood Damaged Goods begins Thursday Morning. Water soiled goods slaughtered in prices, in order to make quick disposal of them.

Hosiery, Underwear, Night Dresses, Sweaters, Knit Goods of all kinds, Rubber Footwear, And many lines too numerous to mention

Come and buy goods cheaper than ever before

Watch for our Circulars

The Fair Department Store
PENDLETON - - OREGON

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East Oregonian.

The East Oregonian is Eastern Oregon's representative paper. It leads and the people appreciate it and show it by their liberal patronage. It is the advertising medium of this section.

FRAZER OPERA HOUSE

THREE NIGHTS and SATURDAY MATINEE STARTING

THURSDAY, JUNE 14TH

THE DESTRUCTION OF SAN FRANCISCO

Most realistic scenes of the wrecked city. † † †
A \$10,000.00 production shown by moving pictures

Prices 50, 35 and 25 cents