

CATTLE SITUATION SHOWING STRENGTH

GOOD STUFF FINDS STRONGER DEMAND

Light Arrivals Strengthen Prices—Poultry Market Weaker—California Sends Demand for Oregon Bluestem Wheat.

(Wednesday's Journal.) Arrivals in the livestock market were light today but the situation in all lines remains practically the same. Four loads of cattle came in from California and found a good demand and the cattle situation generally shows a firm disposition with all of the better stuff quickly picked up.

Best steers are still worth \$5.50, but there were no arrivals selling at that price this morning, although one load of local stuff went within a quarter of it. The best cows offered from California sold at \$5.20, but among the load of local stuff there were three head that sold a nickel above this.

There were no hogs in the yards this morning and the tone in that line is substantially the same as at the start of the week, when there were liberal offerings.

Among the Shippers.

Cattle—Goodale & Cassidy, Gabelle, Cal., four loads; J. C. Walker, Corvallis, Or., one load; Young & Angel, Condon, Or., one load.

Sheep—E. L. Houston, Glendale, Ore., one load.

Today's run of livestock compares with this day in recent years as follows:

	Hogs.	Cattle.	Sheep.
1911	152	136
1910	49	179
1909	407	292
1908	100	175
1907	426	179
1906	100	175
1905	150	.....

A year ago today there was considerable weakness in the local livestock situation. Hogs were down 25c for the day while cattle were generally 35c lower.

Official Representative Sales.

Following are official sales. They represent demand, supplies and quality offering:

STEERS.		Average lbs.	Price
22 steers	.....	1033	\$5.25

COWS.		Average lbs.	Price
3 cows	.....	1033	\$5.25
40 cows	.....	1154	5.20
2 cows	.....	1275	5.00
6 cows	.....	1275	4.40

Poultry Slumping. There is a weaker feeling in the poultry market and while as yet there is practically no change in prices the probability is that dealers will be forced to shade quotations within the next few days in order to unload.

There has been a noticeable decrease in the wants of the poultry trade during the past few days. There is scarcely a dealer who has not carried over a few coops of chickens within that period because of the more limited demand.

Whether the trade this week will turn out to be much like that of last week—when there was dullness during the fore part and strength later—remains to be seen, but the trade in general feels that quotations are in for a slight shading.

This applies principally to the ordinary run of chickens. There is quite a good call for ducks and turkeys and cleanups of these are reported daily by receivers.

World's Wheat Market.

Portland—Cash club, 79@80c; bluestem, 83@84c.

Buenos Ayres—Wheat market is steady.

Budapest—Wheat 1-4c lower.

Antwerp—Wheat 5-8c lower.

Melbourne—Wheat steady.

Berlin—Wheat unchanged.

Liverpool—Wheat unchanged; March 7s 1 3-4d; May, 7s 1 3-8d.

Chicago—Wheat, 1-4@3-8c higher; May, 98 7-8c; July, 95 1-4c; September, 93 3-4c.

Minneapolis—May, \$1.04 7-8.

St. Louis—May, 99 5-8c.

Kansas City—May 95 5-4.

Duluth—May, 1.06 5-8c.

California demand for bluestem wheat is holding aloft the premium for that variety in this market, and buyers are today freely offering 84 cents

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OREGON LUMBER YARD

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RAILROAD NOTES.

Norfolk Southern stockholders will meet next Monday to pass on a proposed issue of \$35,000,000 first mortgage 5 per cent bonds.

Owing to the growing importance of Cornell University and Ithaca, the Lehigh Valley will build a handsome new passenger station in that city.

A large amount of the \$5,500,000 Minneapolis & St. Louis 5 per cent gold notes, which fall due next week have been deposited for extension with Speyer & Co.

During the first week of this month the Atchison, Topeka & Santa Fe hauled nearly a thousand more loaded cars than during the corresponding week of 1910.

New York Central lines hauled 1,813,793 loaded cars during the last month, an increase of 111,897 more than in the same period a year ago, and other business also showed an increase.

Gross earnings of all the railroads of the country for last month show a big increase over December, 1909, the total amounting to \$39,588,047, which is a gain of over seven per cent.

Passenger traffic officials of the Illinois Central and other western railroads say that the holiday traffic has not fallen off as a result of the refusal to grant special holiday rates.

It is alleged that the Pennsylvania, which has for some time had control of the Norfolk & Western through ownership of a majority of its stock, has increased its holdings in that road by \$2,000,000.

Proxies are being sent out in the interests of the present management preliminary to the annual meeting of the stockholders of the Northern Central, which will be held in Baltimore on the twenty-third of next month.

Charles E. Page, first vice-president of the Pennsylvania, will retire this year, having reached the age limit of service, as will the general counsel, George V. Massey, who is also soon due to be "Osterised" under the age limit rules.

In line with the plan recently authorized to make a \$25,000,000 refunding mortgage and take up all underlying bonds, all of the first mortgage bonds of the Central New England Railways have been called for redemption at 105 and interest next week.

That commutation tickets should be sold at equal rates for equal distances not only upon each road, but upon all of them, is the opinion of the Massachusetts railroad commission, which is taking steps to bring this reform about without additional legislation.

OVERTURNING BOSSISM.

How New Hampshire's New Governor Won Without Railroad "Ring."

One day along toward the autumn of 1904, a young man drove down the hilly Main street in Peterboro, New Hampshire, and stopped in front of a lawyer's office. He had barely turned thirty years, and he looked very boyish; but he had an air of quiet determination that would have singled him out in a crowd. In the doorway of the building he met the man he was seeking—the local republican boss, one of that far-reaching railroad ring that extended to the remotest sections of the commonwealth.

"I want to run for the legislature," said the young man.

"You can't, Bob," was the reply he got. "It's all fixed. In time you may be allowed to run."

"But suppose the people want me?" persisted the young man.

The lawyer laughed.

"There is no such thing as 'the people' in this state," he said.

The young man made no threats, but the next day he began to visit the farmers in the county. He told them that he was going to have his name up in the caucus.

"What's the use?" they said. "It's all cut and dried."

"It's worth trying if you will only come," he urged.

The night of the caucus was cold and drizzly, just the kind of weather to keep the farmers at home by their comfortable stoves and firesides. But a good many showed up, greatly to the surprise of the bosses, who had been in the habit of putting their program through with a handful of henchmen. More surprising than this was the young man's nomination on the first ballot. Thus Robert Perkins Bass entered into the politics of New Hampshire, thereby taking the first step toward a public career that makes him today a figure of nation-wide interest and significance.

CHICAGO WHEAT ADVANCES.

Market Hesitates at the Opening But Closes With a Rise Today.

Chicago, Jan. 25.—Hesitancy was shown at the opening of wheat trading today and there was no change in first quotations as compared with yesterday's closing. Today's closing was at an advance of 1-4 to 3-8c a bushel.

Almost a duplicate of the local market was indicated abroad. Cables, while generally lower, were uncertain in their tone. Liverpool was unchanged at the closing, but 1-8 to 3-8d off at the opening of the market.

Caught in the Rain.

then a cold and a cough—let it run on—get pneumonia or consumption, that's all. No matter how you get your cough don't neglect it—take Ballard's Horehound Syrup and you'll be over it in no time. The sure cure for coughs, colds, bronchitis and all pulmonary diseases in young and old. A. C. Koeppen & Bros.

LUCKY SHAKESPEARE!

Magazine Critic Says Bard of Avon Had a "Clutch" Compared With Modern Playwrights.

Although, on the face of it, playwriting seems infinitely more simple than story-writing, the task is far and away more difficult—more difficult today even than it was in Shakespeare's time, when the dramatist was permitted to change the scene as often as he liked, for the very good reason that there wasn't any scenery to be shifted. Now you are restricted to four acts, as a rule; and if you require a change of set in any one of them, you diminish the chances of your play's acceptance by that much. Thus you are obliged to make it seem reasonable that your characters will be in only four different places throughout the entire action of the piece.

Again, in a story destined for print your flow of thought is not being constantly interrupted by the exigencies of looking after stage business. For instance, you send the servant after a letter or a newspaper. In a play, you must remember to calculate about the time it would take him to find it, and then make a break in your main thread to bring him back on the scene and set down a few words of dialogue to mark the close of the incident. Meanwhile, you may have forgotten the brilliant idea that had suggested itself to you for the next speech.

Once more, in a play you must condense into three hours—or about twenty thousand words—a story which, in the form of a novel, would cover from three to four hundred printed pages, containing eighty or a hundred thousand words. Of late, to increase the dramatist's difficulties, the managers have evinced a decided preference for plays with consecutive action—that is to say, with no interval of more than a night at most, between acts. Then you must also remember that it is not wise to burden your play with more than fourteen characters with a carefully graded allotment of work for each one—unless you are in bad case indeed, placed between the Scylla of the lady herself, who demands everything, and the Charybdis of the critics, who will chide you for giving it to her.—Matthew White, Jr., in The Munsey.

Unfurnished housekeeping rooms in East Oregonian building. Steam heat, gas range in kitchen, electric lights, hot and cold water and bath. Recently renovated.

More moving pictures shown than any other theatre in the city—the Pastime.

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ful in appearance and enthusiasm, and he sits in the governor's chair at Concord, an executive of all the people.

The dent that he made in the little local machine on the rainy autumn night of his nomination was merely the beginning of his crushing blows at the corrupt and seasoned political oligarchy that had ruled the state for years. In a year when republican candidates throughout the eastern states went down under a democratic landslide, he was elected by a comfortable majority.

Now, the fact that Mr. Bass is governor at an age when most men are cutting their teeth in big politics is not as important, perhaps, as the larger meaning of his position as a link between east and west in progressive republican thought. He has made New Hampshire touch shoulder with Oregon. To him, too, more than to any other person, is due the divorce of the railroad from politics.—The Munsey.

Chamberlain's Cough Remedy never disappoints those who use it for obstinate coughs, colds and irritations of the throat and lungs. It stands unrivaled as a remedy for all throat and lung diseases. Sold by all dealers.

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Want Ads.

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Classified Directory

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H. S. GARFIELD, M. D., HOMOEOPATHIC physician and surgeon. Office Judd block. Telephone: Office, Black 3411; residence, red 3613.

DR. LYNN K. BLAKESLEE, CHRONIC and nervous diseases, and diseases of women. X-ray and electrotherapeutics. Judd building, corner Main and Court streets. Office 'phone Main 72; residence 'phone, Main 554.

DENTISTS.

E. A. MANN, DENTIST, OFFICE Main street, next to Commercial Association rooms. Office 'phone, Black 2421; residence 'phone, Black 2951.

KERN & BENNETT, DENTAL SURGEONS Office room 15 Judd building. Phone, Red 3301.

DR. THOMAS VAUGHAN, DENTIST, Office in Judd building. Phone, Main 73.

VETERINARY SURGEONS.

DR. D. C. McNABB, LOCAL STATE Stock Inspector and ex-member State Veterinary Board. Office at residence 915 east Court St. Residence phone Main 59.

ATTORNEYS.

RALEY & RALEY, ATTORNEYS AT law. Office in American National Bank Building.

FEE & SLATER, LAWYERS, OFFICE in Despain building.

CARTER & SMYTHE, ATTORNEYS at law. Office in rear of American National Bank Building.

JAMES B. PERRY, ATTORNEY AT law. Office over Taylor Hardware Company.

LOWELL & WINTER, ATTORNEYS and counsellors at law. Office in Despain building.

GEORGE W. COUTTS, ATTORNEY at law. Estates settled, wills, deeds, mortgages and contracts drawn. Collections made. Room 17, Schmidt block.

PETERSON & WILSON, ATTORNEYS at law; rooms 3 and 4 Smith-Crawford building.

PHELPS & STEIWER, ATTORNEYS at law. Office in Smith-Crawford building.

CHAS. J. FERGUSON, ATTORNEY at law. Office in Judd building.

DOUGLAS W. BAILEY—ATTORNEY at law. Will practice in all state and federal courts. Rooms 1, 2, 3, and 4, over Taylor Hardware Co.

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PENDLETON LODGE NO. 52 A. F. and A. M., meets the first and third Mondays of each month. All visiting brethren are invited.

DAMON LODGE NO. 4, K. of P., meets every Monday evening in I. O. O. F. hall. Visiting brethren cordially invited to attend.

D. B. Waffle, C. C.; R. W. Fletcher, K. R. S.

PENDLETON TRAIN SCHEDULE

O-W, R. & N.

Westbound—Oregon division—Portland local, leave, 9:20 a. m. Ore. & Wash. Express, 1:20 a. m. Portland Limited, 12:15 p. m. Fast Mail, 11:44 p. m. Motor, 4:35 p. m. Pilot Rock Mixed, 9:25 a. m.

Eastbound—Oregon division—Fast Mail, 1:50 a. m. Ore. & Wash. Express, 5:15 a. m. Chicago Limited, 5:15 p. m. Motor, 10:40 a. m. Portland local, arrive, 5:00 p. m. Pilot Rock Mixed, 3:15 p. m. Washington Div.—Leaving Pendleton, Walla Walla local, 6:25 p. m. Pendleton passenger, 7:00 a. m. Spokane local, 3:00 a. m. Washington Div.—Arriving Pendleton, Pendleton local, 2:15 a. m. Walla Walla local, 9:15 a. m. Pendleton passenger, 5:00 p. m.

NORTHERN PACIFIC.

Leaving Pendleton—Passenger, 1:30 p. m. Mixed train, 7:30 a. m. Arriving Pendleton—Passenger, 10:00 a. m. Mixed train, 7:30 a. m.

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