

Heppner Gazette

Issued Thursday of Each Week

HEPPNER OREGON

BRIEF NEWS OF THE PAST WEEK

Interesting Events from Outside the State Presented in a Manner to Catch the Eye of the Busy Reader—Matters of National, Historical and Commercial Importance.

The special train of the president's party is composed of plain coaches.

The president gives assurance that Vancouver barracks will not be moved.

The National German Alliance of America will take up the cry of anti-prohibition.

President Taft spent two days in Portland and declared them the pleasantest of his trip.

Harriman's interests will be handled by three men, Robert S. Lovett, J. C. Stubbs and Julius Kruttschnitt.

The chairman of the Republican county committee of New York will try to stop the voting of dead men's names.

The Kansas state board of health has declared itself against the wearing of beards and will try to have its rulings enforced by law.

A wealthy Grand Army veteran was so badly crushed in the rush to see Taft at the Portland armory that he died on the way to the hospital.

Charles W. Morse, New York financier, convicted of violating national banking laws, has paid off \$7,500,000 of his indebtedness, and says he will pay the remaining \$500,000.

Severe fighting between the Spaniards and Moors continues.

Sir Thomas Lipton would like another chance at the America yachting cup.

Chief Forester Pinchot fears trusts are after water power sites in the West.

An American fishing vessel has been seized for poaching on Mexican fishing preserves.

After a long fight Mrs. Yerkes has been granted a third of the estate of her husband.

General Grant says he will quit the army if need be and give all his time to temperance.

The survey has begun on the last link of the California railroad into the Klamath country.

The sultan of Morocco has put El Roghi, the pretender, to death, using the most horrible cruelty.

W. A. Clark, Jr., son of ex-Senator Clark of Montana, has discovered a process for smelting zinc ore and may become the zinc king of the country.

One man was killed and eight others injured in a collision between a passenger train and work train on the Puget Sound railroad at Garrison tunnel, Montana.

President Taft has declared himself in favor of ship subsidy.

The Miners' congress at Goldfield, Nev., condemned the policy of Forester Pinchot.

Dr. Cook is to dispatch a vessel North at once for his instruments and the Eskimos who accompanied him.

In a speech at Seattle President Taft advocated the commission plan of government for Alaska, the same as now used in the Philippines.

A Paris girl fater a quarrel with her sweetheart thrust herself between the bars of a lion's cage and was so badly injured that she died.

Father Searle, a noted astronomer, says the tail of Halley's comet may hit the earth. May 28 the two bodies will be closest to each other.

Indications seem that the number of paid admissions to the Alaska-Yukon-Pacific exposition will not equal those of the Lewis and Clark exposition.

Bryan has withdrawn his offer to debate the tariff question with Senator Bailey of Texas. He says he wants public attention centered on the tariff issue, not on him and Bailey.

Taft favors the issuing of bonds to aid irrigation in the West.

In his speech at Spokane Taft praised both Ballinger and Pinchot.

The National Guard association will hold its next meeting in St. Louis.

Whitney believes that both Cook and Peary reached the North Pole.

Eight sailors were drowned by the sinking of a collier on the Atlantic coast.

Secretary Wilson, of the Agricultural department, will resign January 1.

Speakers at the Mining congress at Goldfield, Nev., revived the silver question.

Horace Clark has been appointed general manager of the Denver & Rio Grande railway.

District Attorney Jerome opposes Judge Gaynor in his candidacy for mayor of New York.

Bryan and Senator Bailey, of Texas, will debate the tariff question some time in October at Atlanta.

The British steamer Clan Mackintosh is reported to have blown up at sea and sunk with its crew.

NO PERPETUAL RIGHTS.

Mining Congress Proposes American Law on Water Power.

Goldfield, Nev., Oct. 5.—The American Mining congress closed its 12th session here after adopting a resolution calling upon the national government to legislate against perpetual franchises for water power or water rights in Western states, and urging that similar state legislation be passed without waiting for congressional action.

The apex law, under which the discoverer of a mineral lode or vein can follow it outside the lines of his claim was another subject of discussion, and its repeal, with the substitution of a law making the side lines of a claim its limits when continued downward vertically, was urged.

Wildcat mining schemes were placed under the ban by the congress, which urged state and national legislation to prevent the operators of such schemes from diverting money of investors that might otherwise be used in developing legitimate properties.

J. H. Richards, of Boise, Idaho, the retiring president of the congress, was given a handsome service by the delegates.

Los Angeles and Spokane have developed a lively rivalry for the next session of the congress. This question will be decided by the executive committee.

FARMERS FLOCK TO CANADA.

Fully 70,000 American Settlers Have Crossed Border.

Winnipeg, Man., Oct. 5.—American farmers by the tens of thousands are now pouring over the boundary into the Canadian West. According to a statement made by the deputy minister of interior at Ottawa, the invasion of Americans into Canada will total over 70,000 for the present year.

In the beginning of this across-boundary movement the newcomers were largely from the Middle states, but this year they are coming from almost every state in the Union. Not only is the quantity satisfactory to Canada, but the quality of settlers is rather improving than otherwise.

Practically the official report says, 60,000 Americans this season entered Canada, and every man, woman and child was possessed on an average of \$1,000 in stock, cash and effects, meaning that they brought into this country nearly \$60,000,000.

W. J. White, head of the Canadian Immigration agencies in the United States, says this year's immigration from the United States has increased fully 30 per cent and that next year he expects to see about 115,000 Americans settling in the Canadian West.

NINE DEAD IN ROSLYN MINE.

Fire Follows Gas Explosion—Shaft Is Furnace Blast.

Roslyn, Wash., Oct. 5.—Fifteen men are believed to have been killed or fatally injured in an explosion of gas in the shaft of mine No. 4, of the Northwestern Improvement company, at 12:45 this afternoon.

The mine in the neighborhood of the shaft is burning fiercely, flames rushing through the shaft with an awful roar. The electric pumps are cut off, and the water supply in the city is very low. It is thought the fire in the shaft will not affect the other mines, but it may be six months before the shaft can be put in working condition again. It is said that the shaft is caving in and other explosions may occur at any time.

Shops Are to Be Doubled.

Sacramento, Oct. 5.—Reports have been received here to the effect that the New York office of the Western Pacific has sent back plans of the railroad shops to be built in Sacramento with instructions to prepare specifications for buildings double in size. The original plans called for an expenditure of \$750,000 while the proposed shops under the new scheme will cost \$1,500,000.

Further indication of the move, as advanced by local railroad men is that the Western Pacific contemplates running lines up and down the state.

Germany Causes Alarm.

Madrid, October 5.—Dispatches from Gibraltar today say German steamers are disembarking cannon and large quantities of guns and ammunition at Morocco ports destined for the government. Great Britain and France, it is said, have been informed of the situation and while they are guarding neutrally, they are seeking by diplomacy to prevent a collision. The attitude of the sultan is said to have caused ministerial anxiety. Fears are entertained that he may desire to incite a general war.

Duel Over Girl Is Fatal.

San Diego, Cal., Oct. 5.—Earl Davis, who was stabbed nine times by Earl Lynell in a duel over a girl on the night of September 18, died this afternoon of tetanus, or lockjaw. Davis was 17 years old; Lynell is also 17. Clotilde Montez, the Spanish girl over whom the fight took place, is 14. Lynell took to the mountains and is still at large. The police are now scouring the country for him. A knife thrust produced blood poisoning.

St. Yves to Run No More.

Montreal, Oct. 5.—Henri St. Yves, the famous French long-distance runner, collapsed in the 23d mile of a race here today. Physicians declared his heart was affected and that he probably would be unable to run again. His opponent, Hans Holmer, of Quebec, finished strong, covering the Marathon distance in 2:32:40, a new record, if the track is found to measure correctly.

NEWS ITEMS OF GENERAL INTEREST FROM THE STATE OF OREGON

BIG INCREASE AT COLLEGE.

Enrollment at O. A. C. 820; Gain of 145 Over Last Year.

Oregon Agricultural College, Corvallis—At the opening of the regular college work, 820 students had registered. This is an increase of 14.5 per cent over the registration on the opening day last year. If this percentage of increase holds throughout the registration period, the attendance this year will reach 1,545. No increase was expected this year on account of raising the standard of the college work, which reduces the freshman class very materially.

A significant feature of the registration is the large number of high school graduates entering for the work. One hundred and eighteen have entered from the high schools of the state. Ten enter from academies, 15 from other colleges and universities and six from normal schools.

Lake County Gets Settlers.

Lakeview—Many of the landseekers who came here to participate in the Oregon Valley Land company's opening, who acquired good tracts, are planning on improving their lands. It is estimated that by next spring Lake county will have not less than 1,000 new people as a result of the land drawing. The Oregon Valley Land company is continuing its improvements and splendid progress is being made in the construction of the canals. Most of the water system will be completed next year. The project includes not less than 50,000 acres of fertile lands.

Potato Yield Heavy at Union.

Union—Commission men say the potato yield in the Grand Ronde valley will be the greatest in years. An increased acreage will bring the yield 20 per cent greater, while the output is estimated at between 150 and 200 cars. The onions yielded heavily and this vegetable was raised more extensively than ever before. About 10 cars will go forward from this city. Seven carloads of cabbage will be shipped from this vicinity.

Deficiency May Be Incurred.

Salem—In the opinion of Attorney General Crawford, the board of control, created by the last legislature to have control of the streams of the state in reclamation work, will be justified in incurring a deficiency to carry on the work of the board where it is necessary to do so. The opinion was rendered at the request of State Engineer John H. Lewis. The attorney general quotes section 11 of chapter 216, laws of 1900.

Boundary Line Located.

Albany—County Surveyor Geddes has returned from Eugene where he has been working with Surveyor Collier, of Lane county, on the Lane-Linn boundary line which has recently been surveyed. Thirty miles of boundary had to be gone over as ordered by the last legislature. The work was done jointly by the counties. The reports prepared are to be presented at the next term of each county court.

Linn Property Changes Hands.

Albany—Land in Linn county is daily changing hands. Among the latest sales reported which brought good prices are the 240 acres of the farm home of W. R. Wray of Jordan to J. J. Burkhardt and George Townsends of Portland at \$40 per acre. Mr. Wray retained 302 acres. Martin Stupke, of Scio, has sold his 300-acre farm to Henry A. and Albion Dolezell, recently of California, for \$11,000.

Bridge to Span Willamette.

Springfield—The Portland, Eugene & Eastern bridge across the Willamette here will be built. The contract has been let to L. N. Roney, and the cost will be about \$40,000. There will be four concrete piers 10x30 feet at the base and 30 feet high above low water, supporting three spans of 200 feet of Howe truss design, and of sufficient strength to carry any load that may be put on them.

Boats for Yaquina Bay.

Toledo—A new company, to be known as the Modern Improvement company, has filed articles of incorporation with the secretary of state. It is the purpose of this company to build and operate steamboats, pile-drivers and derricks on Yaquina bay. The company is incorporated for \$9,000, with Messrs. G. C. Walker, C. W. Davies and H. Corigan, all of Toledo, as the incorporators.

Growing Apples Successfully.

Cottage Grove—In 1894 Bales brothers set out 120 apple trees on raw land. They now have 14 acres of fine bearing orchard. Four years ago they sold 500 boxes of apples from four acres, and two years ago they marketed 1,300 boxes from the same trees with a net profit of \$800. A splendid crop is being picked this year.

Prunes Bring Good Prices.

Eugene—Returns from green prunes shipped to Eastern points this season by members of the Lane County Fruit Growers association show that they sold for from 75 cents to \$1.15 per 20-pound box, which netted the growers from \$18 to \$40 per ton.

Hops Sell at 21 Cents.

Woodburn—O. L. Barber has sold his 1909 crop of hops, weighing 9,000 pounds, to Fred Dose at 21 cents per pound.

HAWLEY WILL AID.

Pledges His Support for a Deeper Harbor at Tillamook.

Tillamook—Congressman Hawley paid this county a visit to ascertain what is required in harbor improvements and to familiarize himself with the situation. The members of the Port of Tillamook commission took him to Tillamook bay, showing him the need of improving Hoquartion slough, giving it a nine-foot channel from Tillamook city to the bay, also for the improvement of Tillamook bar. The business men honored Mr. Hawley with a banquet which was largely attended, a delegation from Bay City being present, as there is a great deal of interest being taken at present to get these two projects started. All of the large timber owners are vitally interested in the improvement of the bar on account of a large proportion of their timber being matured and will soon begin to deteriorate.

Congressman Hawley was warmly received when he rose to speak, and after commending the people of the county for the splendid improvements which were going on, said he was heartily in sympathy with the people in demanding these improvements, for the great timber resources of the county demanded a waterway so that it may be transported to all parts of the world. The congressman was greatly disappointed in the adverse report of Captain McIndoe, and it was his intention to appeal and make a strong fight for the improvement of Tillamook bar and to get the government to assist in the straightening and deepening of Hoquartion slough.

Railroad Assessment Boosted.

Medford—The Southern Pacific will pay taxes on this year's assessment on a valuation of \$38,000 per mile on its road through Jackson county. The valuation on the taxroll for 1908 was \$30,000 a mile. The basis for the increase in valuation made by Assessor W. T. Grieve was that the Southern Pacific in an affidavit before the state railroad commission had placed a cash value of \$65,000 per mile on its roads in Oregon. The company has 58.2 miles of road in Jackson county, which by the new valuation will amount to \$2,211,000.

Contractors Fail at Lebanon.

Albany—The Lebanon school building will be erected at once, in spite of the fact that two men who were given the contract have failed to make good. A. J. Brown, the second man who was awarded the contract, has failed to secure the required bond and the job has been passed on to the third lowest bidder, Edward Killfeather & Co., of Portland, for \$30,497. Mr. Killfeather is in Lebanon at the present time with a force of men.

Vetch Profitable Crop.

Albany—Thirty-five carloads of vetch have been shipped out of this section by Fred Dose. Ten carloads were shipped from Albany and quite a number from Tangent. The crop sold for about 3 1/2 cents per pound.

PORTLAND MARKETS.

Wheat—Bluestem, 96c; club, 89c; red Russian, 85 1/2c; valley, 91c; Pife, 89c; Turkey red, 89c; forty-fold, 91c. Barley—Feed, 25.50@26 per ton; brewing, 26.50@27.

Oats—No. 1 white, 27@27.50 per ton. Hay—Timothy, Willamette valley, \$15@16 per ton; Eastern Oregon, \$18@19; alfalfa, \$14; clover, \$14; cheat, \$13@14.50; grain hay, \$15@16.

Butter—City creamery, extras, 26c; per pound; fancy outside creamery, 33@36c; store, 22 1/2@24c. Butter fat prices average 1 1/2c per pound under regular butter prices.

Eggs—Oregon ranch, candied, 32@32 1/2c per dozen.

Poultry—Hens, 15 1/2@16c; springs, 15 1/2@16c; roosters, 9@10c; ducks, young, 15@16c; geese, young, 10@11c; turkeys, 20c; squabs, \$1.75@2 per dozen.

Pork—Fancy, 9@9 1/2c per pound.

Veal—Extra 10@10 1/2c per box. Fruits—Apples, \$1@2.25 per box; pears, 50c@1.25; peaches, 75c@1.25 per crate; cantaloupes, 50c@1.25; plums, 25@50c per box; watermelons, 1c per pound; grapes, 80c@1.25 per crate; Concord, 25c per basket; casaba, \$1.50@2 per crate; quinces, \$1.50 per box.

Potatoes—75c@1 per sack; sweet potatoes, 2c per pound. Onions—\$1.25 per sack.

Vegetables—Beans, 4@5c per pound; cabbage, 1@1 1/4c; cauliflower, 75c@1.25 per dozen; celery, 50@75c; corn, 15@20c; cucumbers, 50@25c; onions, 12 1/2@15c; peas, 7c per pound; peppers, 4@5c; pumpkins, 3/4@1c; squash, 5c; tomatoes, 50c per box.

Hops—1909 Fuggles, 20@21c per pound; clusters, 21@22; 1908 crop, 17c; 1907 crop, 12c; 1906 crop, 8c.

Wool—Eastern Oregon, 16@23c per pound; valley, 23@25c; mohair, choice, 23@25c.

Cattle—Steers, top quality, \$4.25@4.50; fair to good, \$4; common, \$3.50@3.75; cows, top, \$3.50; fair to good, \$3@3.25; common to medium, \$2.50@2.75; calves, top, \$5@5.50; heavy, \$3.50@4; bulls, \$2@2.25; stags, \$2.50@3.50.

Hogs—Best, \$8; fair to good, \$7.75@7.85; stockers, \$6@7; China fats, \$7.50@8.

Sheep—Top wethers, \$4@4.25; fair to good, \$3.50@3.75; ewes, 1/2c less on all grades; yearlings, best, \$4@4.25; fair to good, \$3.50@3.75; spring lambs, \$5.25@5.50.

TAFT IN PORTLAND.

Genial Smile Wins Hearts of Public Throng.

Portland, Oct. 4.—Portland received President Taft as guest of honor with splendid hospitality and a limitless expression of hearty good will and frank affection. To the Nation's chief executive it proved a day of good cheer, unmarred by a single untoward incident.

The president enjoyed it all to the utmost; enjoyed every moment of the day from the easy formality of the greeting accorded him upon his arrival at the Union depot to the afternoon of golf—golf played in the invigorating tang of a perfect October day. Throughout the day he found only the most profound consideration for his comfort and welfare.

There were no exacting demands upon his energies. The day was barren of tiring programs, long speeches or wearisome ceremonies.

An affection manifested itself in the public greeting which had its origin quite apart from the fact that he was the great American, the first man of the land. That infectious smile possessed itself of his features when he first stepped from his private car into the cheery sunshine of an ideal Oregon morning. Its infection of good nature spread wherever he went. Whenever he appeared he put every one at ease by the easy informality of his demeanor—and that smile. And then Portland got a deeper insight into the real man; got a glimpse into the rich and wholesome nature of which that smile is the natural expression.

For when his triumphal procession through the streets was at an end and there was a half hour at his disposal for a whirl about the city, he elected to dispense with the tempting spin and go to the bedside of his friend, Judge George H. Williams, at the Good Samaritan hospital. It was thus that the brief hour of his morning's leisure time was spent.

It is to the rising generation that credit must go for the predominating and never-to-be-forgotten feature of the welcoming demonstrations. There have been living flags before. But never have the Stars and Stripes been brought into such a wholesome, inspiring fabric as that formed by Portland school children. It was an epitome of the boundless spirit of youthful patriotism. The president, smiling at first, passed to a mood of seriousness as that wondrous flag waved back and forth with the life that tomorrow must possess itself of the Nation.

The president's appearance tapped exhaustless reservoirs of enthusiastic and affectionate applause wherever he went.

"This is all splendid, splendid—the day is perfect—everything is perfect," he told Mayor Simon, who was seated beside him in the automobile.

Half an hour after luncheon a car drew up for him at the hotel and he departed for the afternoon for his favorite pastime, golf. Returning with a keen appetite he ate dinner privately and made ready for his appearance at the Armory. The military escort again accompanied him and thousands of people were in the streets awaiting his appearance.

President Taft closed one of the happiest and most delightful visits of his life late yesterday afternoon, when he boarded his special train at the Union depot and departed from Portland, southbound. He said as much himself, and with unmistakable sincerity, as he stood on the observation platform of his car and bade farewell to those who had assembled to see him on his way. "It has all been delightful. I can't thank you enough for the way I've been treated. I've never had a happier visit," he said—not once, but many times, as he stood shaking hands with friends and officials.

Until the departing train was lost to view he stood on the platform, smiling and waving at those gathered about the depot grounds. He seemed loth to go, and it was not until the train had passed onto the Steel bridge that he turned into his car. The president took with him from Portland only the happiest memories. His choice in selecting Portland for the longest stop of his itinerary, New Orleans alone excepted, was justified.

Scientists Communicate.

Boston, Oct. 4.—Alfred Farlow, chairman of the committee on publication of the First Church of Christ, Scientist, confirmed today a report that Mrs. Augusta E. Stetson, of New York, had been dismissed from the body of Christian Scientists. Mr. Farlow declined to comment on the case, but in reply to a question as to the effect of the action of the members of the church, said: "It is to be hoped they will receive it in a Christian manner and treat it accordingly."

Beat Motorcycle Record.

Springfield, Mass., Oct. 4.—At the motorcycle stadium this afternoon Charles Spencer and Charles Gustafson, both of this city, established a new 24-hour world's record, Spencer riding 1089 miles, 199 yards in the 24 hours, beating the record of 775 miles, 134 yards established by H. A. Collier, of England. Gustafson rode 1043 miles, 20 laps and 199 yards in the 24 hours, being approximately 268 miles ahead of Collier's mark.

Fair Ones Fed by Force.

London, Oct. 4.—Writs have been issued against Home Secretary Gladstone and the prison officials of Birmingham in connection with an action for assault for the forcible feeding with a stomach pump last week of a number of suffragettes who persisted on going on a "hunger strike" while in jail. The suffragettes' leaders contend that forcible feeding is illegal.

O. R. & N. MUST CUT GRAIN RATES

Oregon Railroad Commission Issues Order for Reduction.

Decision Follows Ruling in Washington Against Northern Pacific—Hill Road Has Made No Attempt to Fight Regulation and Oregon Line Is Expected to Submit.

Portland, Oct. 2.—The state railroad commission of Oregon yesterday handed down its findings in the matter of the Oregon Railroad & Navigation company and its various branches in Oregon, known as the grain-rate case, which has been before the commission for several months. The commission declares the rates now in force to be unjust and unreasonable and orders a reduction equivalent to a cut of about one-eighth in the present rates, which will make a difference in the revenue of the railroads of approximately \$75,000 per year on the volume of business being done at this time.

The grain-rate order was issued by the commission from its office in Salem, and while the general freight department of the Oregon Railroad & Navigation company yesterday was aware that such an order had been issued, only its general terms were known. W. E. Coman, assistant general freight agent, declined to express any opinion as to whether the railroad company would abide by the order or appeal to the courts to prevent its enforcement.

The order, in effect, is practically the same as that made by the Washington railway commission, commanding a flat reduction of 12 1/2 per cent on grain rates from points on the Northern Pacific to Puget sound.

Recent action by the Northern Pacific has given the Washington commission the understanding that the railroad will obey the order without recourse to the courts. The Washington commission has made such an announcement, but in the offices of the North Bank railroad, which of necessity in the preservation of its business will be compelled to meet the cut, nothing definite is known as to the purpose of the Northern Pacific.

As to the points affected by the Oregon commission's rate order, the issue is almost solely one for the O. R. & N. The Northern Pacific has a short branch running into Oregon, but the Northern Pacific is not affected by an Oregon order nearly so much as is the O. R. & N. by a Washington order reducing grain rates.

ORDERS NEW EQUIPMENT.

Harriman Railroads Buy \$17,000,000 Worth of Rolling Stock.

Chicago, Oct. 2.—Orders for equipment and power have just been placed by Harriman lines which will bring the total expenditure for this purpose during the last six months up to fully \$17,000,000.

The latest order is for 1,500 steel under-frame refrigerator cars, which are being constructed by the Pullman company, and an order for 500 all-steel ballast cars. Orders have also been given which bring the Harriman lines all-steel passenger equipment up to nearly 600 cars. Orders which are now being delivered are for 480 all-steel passenger cars, the largest order, with one possible exception, that of the Pennsylvania road, ever given.

In this connection it is stated that the Harriman lines were pioneers in the use of all-steel passenger cars in the West, and that they will hereafter use nothing in their passenger service which is not all-steel and practically indestructible.

Harriman lines are also beginning to receive the first of 5,400 freight cars and 105 locomotives ordered less than six months ago. The order for locomotives calls for 33 of the heavy Mallet compound type. These locomotives, it is claimed, will haul fully 10 per cent more than any two of the ordinary locomotives in use.

Bond Timber for Capital.

Alturas, Cal., Oct. 2.—Thomas B. Walker, Minnesota timber land king, who owns hundreds of thousands of acres of fine timber in Northern California, has decided to sell 187,000 acres to his Red River Lumber company, and that company has given a deed of trust to the same property to the Minnesota Land & Trust company, to secure a bond issue of \$1,500,000, which sum is to be used in funding debts of the company and building great mill and factories to convert timber into merchantable products and railroads.

Suspected of Piracy.

Mexico City, Oct. 2.—A special dispatch from Merida says: The pilot boat Colt, suspected of being engaged in actual piracy, is equipped with several rapid fire guns. The suspicious conduct of the vessel caused the gunboat Bravo to run her down. A corps of customs officers has been sent aboard for the purpose of making an inventory of her cargo and both cargo and vessel will be declared forfeited to the government.

Roosevelt's Return Delayed.

Nairobi, B. E. A., Oct. 2.—Colonel Roosevelt, who was expected to arrive here October 15 from his hunting trip in the Mweru district, will probably not come in until October 26. The delay is caused by the indisposition of Edmund Heller, the zoologist of the expedition, who is suffering slightly from the pressure of work.