



### Heavy Shipments South.

It is reported that to date at least 1,000,000 bushels of Northwest ern wheat has been purchased in the interior for shipment to Texas and other Southeastern markets, light crops generally in that part of the country this year making the importations necessary. It is understood that the bulk of this grain will go directly from interior points to the destined markets, freight rates making impossible for the Coast shippers to participate in the business in a large way.

At the same time millers of the interior are credited with having already sold under contract with Eastern interests at least 70,000 barrels of flour, and it is reported that a good deal of this flour is to go to the New England States.

The recent active buying in the interior for Eastern account and the improvement of the past few days in the export situation are in the main the factors that have imparted strength to the Coast wheat market. To what extent the business with the East will go cannot yet be determined. It will depend altogether upon prices here and in the East, and in the event values here are such as to permit it is believed that a good deal more wheat and flour than has already been contracted for will go to the markets beyond the Rocky Mountains.

Water pipe is cheaper than it was ever sold before at Gilliam & Bisbee's.

### Billy Boy Suicides.

San Bernardino, Oct. 16.—Billy Boy, the Piute murderer is dead. With his only remaining cartridge he sent a bullet through his heart and died in the granite fortress where he made a desperate stand against the sheriff's posse last week. The Indian's body was cremated on a hastily constructed funeral pyre by the officers who ran him to death on the Colorado desert, the sandy home of his Indian forefathers.

Early yesterday the combined posse under Sheriff Ralphs arrived within striking distance of the murderer's lair. A line of scouts was thrown out and the fortress encircled. After several shots were unanswered, a daring Indian trailer crept forward to within two hundred yards, and returned and made the Piute death sign. The posse moved forward and saw Billy Boy's foot exposed. A shot was fired at it but it did not move. Then the fort was entered. Billy had removed his shoe, placed the muzzle of his rifle against his heart and fired. Apparently he had been dead a week. Brush and dried cactus was heaped over his body and it was cremated.

### Meeting of Board.

The board of equalization, consisting of the clerk, sheriff and assessor is now in session at the court house.

### OREGON WOOL RATES EAST

#### Matter of Rate Reduction Threshed Out.

Charges of Eastern Oregon wool-growers that the O. R. & N. Co. and connecting lines eastward maintain excessive rates on the transportation of wool were threshed out before Examiner Lyon, of the Interstate Commerce Commission, yesterday. An array of interesting data was presented bearing on railroad rates and restrictions which the O. R. & N. Co. is alleged to have established upon the wool industry throughout the eastern portion of the state, says the Oregonian.

The case was that of the Oregon Railroad Commission against the companies, and the testimony tending to establish the unfairness of the railroad companies was developed by Oregon Commissioners West, Campbell and Aitichson. Officers of the Oregon Woolgrowers' Association were on hand to testify.

The principal grievance of the wool men against the O. R. & N. Co. was the fact that the company refuses to accept sack shipments.

Unless wool is baled, it will not be accepted at any of the company's stations for shipments east. Other companies do not have that restriction, but the wool men complained that excessive rates prevail on the O. R. & N., Oregon Short Line and connecting lines to the Atlantic seaboard. Emphasis was placed on the fact that, while wool in the grease goes east from Portland for \$1 per 100 pounds, to ship from Huntington, 400 miles on the way, costs \$2.13 per 100 pounds.

As to being compelled to ship in

Durkee, where the rate has attained to \$1.85. From Wallowa, Lostine, Enterprise and Joseph the rate is \$2.20, but those points are on a branch line and the branch is not a money-maker, it was explained by Mr. Miller. Supplementary schedules were also presented showing the rates on scoured wool in square bales, minimum carload 24,000 pounds, and on wool in the grease of a minimum of 20,000 pounds and on sacked wool minimum weight 24,000 pounds, this last item applying to the Oregon Short Line.

Commissioner West presented statement showing that a car bearing 20,000 pounds of wool going east from Arlington, will earn \$423.40, from Heppner, \$469.80, from Meacham, Hilgari or La Grande, 507.50, from Elgin, \$565.50, from Lostine, Wallowa, Enterprise or Joseph \$638. from Durkee, 536.50, from Condon, \$464, from Bourbon, Kent, Wilcox or Shaniko, \$435, from Pilot Rock, \$513.50.

As to the company's contention that sacked wool is too bulky to handle with profit at the present "baled" rates, a statement was presented by Mr. West showing that of 6 1/2 cars shipped by a big Idaho concern from Caldwell in September the average per car was 29,150 pounds and the total 1,878,346 pounds.

Another important table was presented, embodying the whole freight traffic movement for the entire line.

This was intended to show the percentage of the company's business occupied by wool shipments. The per cent was shown to be 4.6. Hence the argument that wool, occupying a fraction of less than one per cent of the traffic, could not permanently or seriously injure the business by reason of a reduction.

Another interesting and important document as a report from the Department of Commerce and Labor, which embodied a statistical abstract showing that Oregon produces 53 per cent of all the wool grown in the



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Every farmer in Morrow County should attend the O. R. & N. Demonstration train meeting in Heppner next Tuesday October 26. It is a matter of vital importance to every citizen.

bales, it was represented that this seriously affects the industry. For instance, if wool in the sack may be shipped, the cost of baling is saved. Then wool brings a better price when not baled. More competition is created, inasmuch as many buyers in the East refuse to accept wool in the bale.

Two of the principal reductions asked on the Short Line were from Ontario and Vale. At Ontario the rate is now \$2.13. A rate of \$1.85 is asked. The Vale rate is \$2.0. The rate asked is \$1.90. On the O. R. & N. the wish of the Eastern Oregon sheep men is to get a sack rate such as now applies on baled wool except from Wallowa points, which should take a rate not exceeding \$2.

The witnesses in behalf of a reduction rate were Commissioner West, Rate Clerk Miller, C. L. Harshorn, of Wallowa County, member of the executive committee of the Oregon Woolgrowers' Association; J. N. Burgess, Umatilla County, president of the association, and George McKnight, Malheur County, vice-president of the association. R. B. Miller, general freight agent of the O. R. & N. Co. was the one witness for the railroads. The Oregon Commission was represented by Attorney C. L. McNary, of Salem, and the railroads by A. C. Spencer.

The principal contention of the O. R. & N. Company was that the relatively low rate from Portland is made necessary by water competition. As to the rule compelling baled wool, it was contended that it does not pay to accept sack shipments on account of extreme bulk. A full schedule of rates applying to wool in the grease compressed to not less than 19 pounds per cubic foot in square bales, the carload minimum being 30,000 pounds. These rates, to Chicago, New York, Baltimore and points taking similar rates begin with \$1.02 1/2 per 100 pounds from Troutdale and increase with a swift crescendo movement to

United States, while Oregon and Idaho together produce 10.9 per cent of the total.

That the O. R. & N. has already sustained a falling away in its profits of between \$350,000 and 400,000 in consequence of rate regulations made by the Oregon Commissioners, was the statement made by Mr. Miller during the course of his examination. He was not required to go into details and did not volunteer to do so.

### The Largest Orchard.

Spokane, Wash., Oct. 16.—What is designed to be the largest commercial orchard in the world, devoted exclusively to Winesap and Spitzenberg apples, will be devoted near the town of Entiat, Wash., in the Columbia river valley, north of Wenatchee, by a syndicate headed by H. J. Shinn and Dr. N. Frederick Essig, of Spokane, and Joseph Platter of Entiat. The company, just incorporated under the laws of the state of Washington with a capital of \$50,000 for development purposes, has a tract of 480 acres of land on the Entiat river, where it will plant between 39,000 and 40,000 trees, including 8,000 already in the ground. The land is served by the company's irrigation plant, taking water from the Entiat river. Contracts have been awarded for 31,000 Winesap and Spitzenberg trees, which will be planted this fall and next spring. Experts say that these varieties are certain to be accepted by the American Pomological society at its convention in 1912 as the highest standard commercial varieties, because of their color, flavor, uniformity and keeping quality.

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