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... 16 Inch and 4 Foot ...

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## TUM-A-LUM LUMBER COMPANY, - - Echo, Oregon

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### The Echo Register

PHONE MAIN 30.

E. H. BROWN, Leese

A weekly newspaper, published every Friday at Echo, Umatilla County, Oregon.

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#### TIME TABLES

O. R. & N. Railway, Echo, Oregon, PASSENGER TRAINS.

New time table effective Sept. 12, at 12:30 a. m.

West Bound.

No. 9 Portland Express, s 12:30 a. m.

No. 5 Oregon & Wash. Lim. 1:25 a. m.

No. 11 Pacific Express, s 9:40 a. m.

No. 7 Portland Special, s 1:15 p. m.

#### FREIGHT TRAINS

West Bound.

No. 23 Way freight, s 11:55 a. m.

No. 55 Portland fast freight, s 1:15 p. m.

#### East Bound.

No. 24 Way freight, s 5:30 a. m.

No. 56 Eastern fast freight, s 3:25 p. m.

No. 5, 7, 6, 8, do not stop here.

Parties desiring interline tickets or reservation of berths can secure same by advising us a few days prior to day of departure.

P. C. HUNTER, Agt.

which is behind the movement to call the special election in the various units in the county Nov. 30.

At a special meeting of the Commercial Club, for the purpose of discussing the movement as relating to Colfax, a resolution was adopted expressing the sentiment of the town as being opposed to the calling of an election at this time.

#### 1 Dead, 55 Hurt in Car Accident.

Seattle.—When one of the big vestibule cars of the Seattle Electric Company's Wallingford line, carrying sixty-eight passengers, jumped the track at East Forsyth street and Fourteenth avenue northeast, Friday morning, and crashed headlong through three frame booths across the street from the entrance, one man, Frank Hull, of Tacoma, was killed, and fifty-five others injured, several very seriously.

#### City Buys Public Utility Works.

North Yakima.—At a conference between the City Council and the Northwest Light & Water Company, the latter offered to sell the entire plant here to the city for \$310,000, a reduction of \$21,000 from the original offer. This meets the approval of the Mayor and Council, and plans will be made to go ahead with the formal transfer.

#### Work Starts on Brewster Lines.

Oroville.—Work on the long-proposed Oroville-Brewster branch of the Great Northern has actually commenced at this place. A representative of A. Guthrie & Co., the contractors, visited the city and let the contract for lumber to be used in construction of camps. A large force of engineers has arrived and rented offices and living quarters.

#### FIVE MILLIONS SEE PARADE

Warships of All Nations Give Salute in Honor to Hudson and Fulton.

New York, Sept. 27.—Reproductions of Henry Hudson's boat, the Half Moon, and Robert Fulton's Clermont, were the central figures in the Hudson-Fulton celebration which began Sept. 25 and lasts until October 9.

The two little ships once so weighty with achievements, before a marveling world, passed the warships assembled to do them honor, with a thousand merchant ships and pleasure craft trailing behind in a parade four miles long.

Probably five millions witnessed the great naval parade.

#### Ten Men Perish As Trains Crash.

Chicago, Sept. 28.—Ten men were killed and 16 probably fatally injured when a train southbound for Cincinnati on the Pennsylvania road crashed into the caboose of a Chicago, Milwaukee & St. Paul cattle train. Sixteen men were in the caboose of the stock train when the passenger train crashed into it. The engine plowed through the caboose, tearing it to bits and setting fire to the debris.

#### Friends Put Up Money.

Washington, Sept. 27.—To set at rest allegations which have appeared regarding the source of the funds used by the Roosevelt hunting expedition in Africa, Secretary Walcott of the Smithsonian Institution authorized the statement that not a cent comes from the funds of the institution or from the United States Government.

It is declared that the personal friends of Mr. Roosevelt, whose names are not disclosed, have provided the scientific party with sufficient funds to carry on the expedition.

#### PEARY BARS COOK'S THINGS

Refuses to Allow Whitney to Bring Records Back on Roosevelt.

New York, Sept. 27.—Commander Robert E. Peary refused absolutely to allow any of the records or instruments of Dr. Cook to be brought aboard the steamer Roosevelt and was thus instrumental in causing these records to remain in a cache at Etah, Greenland, according to Harry Whitney, the New Haven sportsman, in a dispatch received here by Dr. Cook.

## PROTEST MAY BE SENT TO JAPAN

ANTUNG-MUKDEN RAILROAD CON- TROVERSY THE CAUSE.

### OPEN DOOR MENACED

Japan is Said to Have Grabbed Mining Concessions Which May Be Regarded as a Violation.

Washington, Sept. 29.—The Government is preparing to take the most important action looking to the security of the open door in China. The action will take the form of a protest based on the Antung-Mukden Railroad controversy between Japan and China, which recently excited the diplomatic world.

Japan has obtained control of extensive mining concessions in South Manchuria, not for a limited, but for an indeterminate period. This is to be regarded as a distinct menace to the open door, according to the exposition of that policy as given by the late Secretary Hay.

The State Department, it is understood, has awaited full details of the agreement between Japan and China relative to the Antung-Mukden Railroad and with allied affairs of negotiation before taking any stand in the matter. During the last few weeks, our representative in the Far East have obtained piecemeal information as to this agreement, and exposition of the whole thing is expected within a few days. Information at hand has warranted preliminary arrangements for protest.

### NICELY TRIMMED.

The Way Keene Got Square With the Railroad Officials.

James R. Keene was nicely trimmed once. He told the story himself:

"I used to live out in the country and rode to and from New York every day on a little jerkwater road. One day, when I forgot my ticket, the conductor, whom I knew well enough to call by his first name, refused to accept my money when I tried to pay my fare. He dropped me off the train into six inches of the thickest, stickiest mud in the world. By the time I got to a road where I could hail a wagon I was mud to my knees.

"I was roaring, raving, frantic mad. When I got to New York my first call was on the officials of the road. I wanted that conductor fired. I had to interview every cussed little petty official of the road before I got to the president. Every one of them insulted me in the most judicial way. When I got to the president I was a howling, ripping maniac. He listened to me for a moment and told his secretary to 'throw that ruffian downstairs.'

"And the secretary would have done it, too, if I hadn't beat him to the door. As soon as I could get to my broker I told him to buy the controlling interest in that road. It took me a week to get it, and I had to climb high for some of the stock. Then I threw out every official that had scorned me. I was just beginning to get back into my usual placid state of mind when one day I saw a familiar face at the track. It was the conductor who had thrown me off. He waved to me blandly. 'Just bought a little place out this way,' he said. 'You know, that stock you bought belonged to us. The X, M and Z was a close corporation, and we got you mad on purpose. We stung you good.'

#### Setting Spurgeon Right.

Mr. Spurgeon, the great English preacher, used to tell this story upon himself with glee: On one occasion he found himself in a railway carriage with a rather sour looking spluster, with whom he entered into conversation. She did not appear to recognize him, and as the train passed Kelvedon he pointed out the village, remarking, 'A very great man was born there—Mr. Spurgeon, the preacher.'

The spluster looked hard at him for some moments and then replied with awful solemnity, 'If St. Paul had been passing his birthplace he would have said, 'A very great sinner was born there,' Mr. Spurgeon.'

#### A Sure Index.

"Do you know anything about the people who have moved in next door?" asked the visitor. "No. It was dark when the furniture wagons brought their goods, and they have not hung out a washing yet."

### TALENTED MUSICIAN.

Mrs. C. W. Sawyer and Miss Blanche Sawyer arrived from Fargo on our fourth Fargo-Stanfield Special.

Miss Sawyer is an accomplished and talented vocalist and pianist, being a graduate of the New England Conservatory of Music in Boston.

Miss Sawyer has bought her piano here and already she and Mrs. J. L. Parker, also a talented pianist, have given an impromptu concert.

The people of Stanfield enjoyed the prelude to a series of musicales to be given this winter by these young people and others who are musically inclined.

### LISTING IRRIGATED LANDS.

All irrigated lands in Umatilla county are to be listed and the data will be added to that concerning the subject which is now in the hands of State Engineer John Lewis of Salem.

R. D. Cooper, a deputy in Lewis' office, has been at the head of a party of three men, who have been working in this section. They were in Hermiston the first of the week looking over that section with a view of taking up the work there.

This work is being done solely for the purpose of securing data for the state engineer and state board of water commissioners.

### His Second Thought.

Goose Egg cove is on the New Jersey side of Delaware bay. The farmers from miles around take their families to the cove in the summer for a picnic.

Last summer among the crowd was one Camden county man who had drunk too much Salem county apple-jack. He made himself obnoxious by going to the men as they were with their women folk and shaking his fist under their noses, saying: "I can lick you. Come out and fight." No one would fight, because he was evidently drunk.

Convinced that he had scared them all, he walked up and down the beach, saying, "I can lick any one on the beach." He repeated this to every one he met.

Finally an inoffensive little family man standing with a group jumped into him and beat him into submission. When he was finally allowed to get up the Camden man struggled to his feet and, looking around at the crowd which had gathered, said defiantly: "Me and this little feller can lick any man on the beach."

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Six Day Bucking Contest For championship of Washington, Oregon and Idaho.

SIX DAY RELAY RACE FOR PURSE OF \$1,000.00.

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THOMAS H. BRENTS, President.

R. H. JOHNSON, Secretary.

## WASHINGTON NEWS STATED IN BRIEF

### TELEGRAPHIC CHRONICLE OF STATE HAPPENINGS.

#### WILL MARKET ODD LENGTHS

Lumbermen Declare 57,000 Carloads of Lumber Will Be Saved Annually in This State.

Tacoma.—The movement begun months ago among mills of the Northwest to ship odd-length stock, crystallized at the monthly meeting of the Pacific Coast Lumber Manufacturers' Association, held here, when it was shown that about 150 sawmills affiliated with the association and the Oregon and Washington and southwestern Washington associations had signed an agreement to market their odd-length output.

Well-informed mill men declare the use of odd lengths will save cargoes of good lumber from the cut of the mills of this state annually, which is now going up in smoke in refuse burners. Estimates made by millmen today place the amount of good lumber, burned each year because of its odd lengths, at 57,000 carloads.

At the meeting it was decided to erect a monument to the memory of the late Congressman Francis W. Cushman, and a committee consisting of George Long, Maj. Everett G. Griggs and J. H. Blooded was appointed to take the matter up. President Griggs, of the association, declared in a speech that Cushman was one of the best friends the lumbermen of the Northwest ever had.

#### North Coast Is Let In.

Spokane.—After poking at Spokane from all sides to find an inlet and outlet for a year, the North Coast, the mysterious Mr. Strahorn's railroad, has at last been successful. That the mysterious road will enter Spokane on a nearly perfect grade to Howard street and Front avenue, the passenger depot site, and continue its course northeast over the Spokane International line out of Spokane, is indicated by surveys quietly carried on by Chief Engineer Pitman and his corps.

#### LOCAL OPTION FIGHT

Commercial Club and Civic League Enter Contest.

Colfax.—The bitterest political fight in the history of Colfax is in progress in connection with the local option election next month, and the Colfax Commercial Club has entered the controversy in opposition to the Whitman County Civic

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