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Manager, Moro, Oregon

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House in Moro.

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of customers carefully attended

to the public is respectfully

requested by the management.

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(American and European plan.)

homelike hotel in Portland; has

corps of excellent and everything

in every respect. Clean rooms

and a table as well as any in the

city.

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SHERMAN COUNTY OBSERVER.

VOL. X.

MORO, SHERMAN COUNTY, OREGON, WEDNESDAY, OCTOBER 6, 1897.

NO. 6.

BOOK AND JOB PRINTING

We Print Envelopes, Tags, Bill Heads, Letter Heads, Posters, Statements, Programmes, Cards, Booklets, etc. Also, Heads, Books, Briefs, Sale Bills, Pamphlets. Anything on the Earth in the Line of Printing, so Don't send Your Orders out of the County.
Orders by mail promptly filled. Next Quick and Cheap.
Address: IRLAND BROTHERS, Moro, Sherman County, Or.

NEWS OF THE WEEK

From all Parts of the New and Old World.

BRIEF AND INTERESTING ITEMS

Comprehensive Review of the Important Happenings of the Current Week.

First National Bank

The Dalles, Or.

A general banking business transacted, deposits received, subject to right draft or check.

Collections made and proceeds promptly remitted on day of collection.

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Plans and estimates furnished for all sizes and styles of buildings. All work is warranted to give satisfaction.

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Manufacturer of and Dealer in

Harness, Whips, Saddles, Spurs, Bridles, Stirrups, Collars, Shaps, etc.

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All kinds of repairing promptly and neatly done.

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POPULAR PASSENGER ROUTE.

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Stage and Express Line.

J. A. WEST, Proprietor

Leave City Hotel, Moro, at 7 a. m., Monday, Wednesday and Friday.

Leave Umatilla House, The Dalles, at 7 a. m., Tuesday, Thursday and Saturday.

Fare for the round trip, \$2.50; one way, \$1.50. Freight 50 cents per 100, small packages, 15 and 25 cents. Orders for freight or express packages promptly and carefully attended to at reasonable rates.

Henry Krause,

The Leading Dealer in Sherman County

In First-Class "Up-to-Date".....

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Of Ever Kind in My Line of Goods.WASCO, OREGON.

now on hand a large stock of Harness and Saddles, Collars, Bridles, Shoes, Brushes, Curry Combs, etc., etc. Any person in need of anything will save money by giving me a call before purchasing elsewhere.

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Charles Slade—DALE & COOLEY, PROPRIETORS—J. O. Cooley.

The Leading Hotel of Grant.

Within 100 feet of the depot. New building, new furniture, and first-class. Commodious rooms, well and neatly kept. Table supplied at the market affords.

Guests of Hotel will meet all trains. Special attention to commercial stages leave for Goldendale and Moro every morning.

Where the People Stop

UMATILLA HOUSE

Electric Lights in Every Room

and Call Bells.....

HOTEL RATES TO SUIT YOU

N. S. Ry., Western Union Telegraph Co.

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ROCK ISLAND HOLD-UP.

Neither Passengers Nor Train Crew Escaped the Bandits.

El Reno, O. T., Oct. 4.—Bandits robbed the south-bound Rock Island passenger train and all its passengers at 11 o'clock this morning, five miles south of Minco, in Indian territory.

The trainmen were completely surprised, and were not prepared to offer any resistance when five masked men came upon them at the lonely siding.

The place is uninhabited, and the only persons in the vicinity at the time were four section men.

The section men flagged the train, the robbers having compelled them to do so. The bandits were hidden in a brush pile, and jumped out as soon as the train had taken the siding.

Under the pressure of Winchester and Jim Lockwood's shotguns, the train men, express messenger and all of the score or more of passengers were made to leave the train and stand in a line, hands up, on the prairie. While three of the robbers covered the badly frightened crowd with their guns, the other two coolly and calmly robbed them, passing from one passenger to another down the line. The bandits secured about \$300 in cash and such other valuables in the way of watches, pins and jewelry as were in sight.

Jim Wright, who showed a disposition to resist, when the bandits ordered "hands up." They shot one of his ears off to prove to his satisfaction that his bravery was ill assumed. Wright's hands then went up. No one else was injured.

The passengers and trainmen having been thoroughly plucked, three of the bandits turned their attention to the express and mail coaches, the others standing guard over the helpless crowd on the prairie. The registered mail pouches were quickly rifled, but the through safe in the express car resisted all the force and ingenuity of the road agents. When the messenger had convinced the bandits that he could not open the strong box, they resorted to dynamite. Several heavy charges were exploded, but the safe proved bandit-proof, and, though badly battered, its contents were saved to the company.

Having taken forcible possession of everything they could carry away, the bandits mounted their horses and rode off to the west.

At Chickasaw, the next station, a posse of citizens was hurriedly formed. These citizens set out in pursuit of the robbers, and officers have been dispatched from El Reno and other points in this country, to be on the lookout for the bandits.

Commander Booth-Tucker has arrived in Denver to complete the arrangements for establishing a Salvation Army colony in the Arkansas valley.

Michael Simmonds, a railroad brakeman, aged 28, shot and tried to kill his sweetheart, Miss Jenny Long, aged 19, at Baltimore, and then committed suicide.

Rose the 19-year-old daughter of John Miller Murphy, died at Olympia, Wash. Her death was caused by an overdose of laudanum, taken to allay neuralgia pains.

Engineer E. Bennett Mitchell was killed and Fireman John H. Cawley seriously injured by the explosion of a locomotive on the Northern Central railway at Georgetown, Pa.

Secretary Wilson has secured an order from the postoffice department to attach the government frank to packages of sugar-beet seed to be sent throughout the country for analysis.

The latest news from Guatemala received here states that a price of \$100,000 has been placed on the heads of Prosper Morales and his aide, Manuel Fuentes. It is asserted that an order to this effect has been promulgated by President Barrios.

As a result of the breaking of a cable, three colored men who were being carried up in an elevator shaft of the Northwest Land tunnel, at Chicago, fell 95 feet to the bottom of the excavation. One of them was killed instantly, and the other two sustained fatal injuries.

Three men from Kaslo, B. C., that were who were out on the lake about 500 yards were drowned by the capsizing of a steamer. A steamer was blowing, and as the boat reached the beginning of the swift undertow opposite Kaslo, the men tried to change positions, and the boat was overturned.

In a recent interview, Lieutenant Peary, who has just returned to Boston from the Arctic on the whaling bark Hope, said: "The 100-ton meteorite in the hold of the Hope fell from the skies hundreds of years ago, and has long been the source of iron supplies for the Esquimaux. I discovered it in May, 1894, and since that time have been trying to secure it and bring it to America."

The duel between Count Badeni, the Austrian premier, and Dr. Wolf, the German nationalist leader, has caused the wildest sensation. Count Badeni sent his seconds to Dr. Wolf, who accepted the challenge. The premier sent a telegram to the emperor, asking permission to fight the duel at the same time tendering his resignation. In reply he received not only permission to fight, but also the imperial approval. Count Badeni then made his will, after which he spent the evening at the Jockey Club in a pleasure resort. His wife and family knew nothing about the affair until the duel was over. It is thought that, as the premier has set example with the emperor's approval, there will be a serious epidemic of dueling.

Commissioner Evans estimates that the payments for pensions for the fiscal year will foot up \$147,500,000. The appropriation was \$141,263,880. The high-water mark for pensions was in 1895 when the payments amounted to \$159,357,557, since which time they have been kept down to the figures of this year's appropriation. The payments for pensions this year will be within \$50,000,000 of as much as the 1895 when the payments were at their custom's last year, and more than equal to the entire internal revenue tax.

Following up the agreement between this government and Canada for a mail service between Dyea and Dawson City, the postoffice department has issued orders for a monthly exchange of registered mail between the two points. All sealed letters exchanged between the two countries must be of the usual and ordinary form. This is done to prevent persons taking advantage of the mails for securing the transportation of merchandise at lower rates. This rate is only 32 cents per pound from any point in the United States, and is less than the packing rate over Chilkoot pass.

Fatal Sawmill Accident.

Fairhaven, Wash., Oct. 4.—Charles Tusten, an employee of the Pacific Coast mill here, was instantly killed about 4 o'clock this afternoon, while working on an edge. In some way not clearly explained, a piece of sharp timber was projected from the machine with terrible force, striking him in the abdomen and passing clear through his body.

The highest waterfall in the world is Chocoma (ascade), at Yosemite, Cal., which is 2,684 feet high, or just half a mile.

TRAMWAY OVER PASS

Electric Power on the Summit of Chilkoot Trail.

PORTLAND-JUNEAU ENTERPRISE

A Company Organized to Transport Freight and Passengers Over the Worst Mile.

Portland, Or., Oct. 4.—A simple facility for the transportation of freight and passengers over Chilkoot pass will be provided by a Portland-Juneau company, in time for the rush to the Yukon next season.

Articles incorporating the Dyea-Klondike Transportation Company were filed here. The objects of the corporation are announced as follows:

"To conduct a general transportation business from the headwaters of Lynn canal Alaska, to all points in Alaska, and in British North America, and to carry freight and passengers."

"To acquire, build, locate and operate tramways, bridges, wagon roads, sawmills, etc.; to navigate the Yukon river and its tributaries from St. Michaels to Dawson City, and to purchase, build and operate all manner of vessels between Portland, Seattle, Tacoma, Juneau, Dyea, Skagway and St. Michaels. Capital stock, \$250,000."

Although the announcement of objects is made, the company has not yet been organized, and its present attention is directed solely to providing means for the transfer of Klondikers and their outfits over the most difficult portion of their journey, which is from the steamer at Dyea, over the pass to Lake Lindeman.

Construction is already begun, a wharf being well under way at Dyea, and the work of putting up a 5,000-foot cable tramway at the pass itself being started. The company announces that it will be ready for business by February 1, by which time it will be in shape to handle, if necessary, the outfit of 20,000 people a month, doing the work at a reasonable figure.

Members of the company make the following statement:

"The trip from Dyea to Lake Lindeman has been made by a team with an ordinary outfit, amply provided with packers. We do not propose to lessen this time very much, but we do propose to take over a very much larger tonnage than could otherwise be taken in the same time. When finished, our cable tramway, which will be quite similar to those used at some of the big mines on mountain side, will extend from Sheep Camp to the summit, cutting off a distance of four miles at present traveled. Our immediate attention, however, will be directed to the most difficult part of the ascent, a stretch of about 5,000 feet, over which we shall be ready to operate by February 1. We shall use the water fall of the Dyea river to convey electric power to our plant."

"Though the short period that is allowed our company for preparation gives us time only to overcome the worst difficulty of the trip, yet we have ample means to do more as may be justified by the progress of business. When the trip is made, it will be possible for any number of people to go from here to Dawson by their outfit at less than half the cost of the trip via St. Michaels, without an outfit, at the same time saving 20 days."

"From Portland to Dawson via Chilkoot Pass the distance is only 1,700 miles; via St. Michaels it is 3,700 miles. It takes five weeks to make the trip via St. Michaels, and not over 15 days is required by the pass when the lakes and rivers are open. Another important saving of time is in the fact that one can get over the Chilkoot and land supplies at Dawson two months before the first steamer gets up the Yukon from St. Michaels, which is usually not before the middle of July. The St. Michaels route is open but four months of the year, while the Chilkoot will practically be open all the year around when our line is completed. We do not advise the trip before made before February, however."

"One of the delays and troubles encountered in the overland trip is the necessity of building boats at the lake. Ten days is usually required for this, though it was much longer this year, owing to the rush, and the price was prohibitive to a great number of travelers. The St. Michaels route is open to furnish boats, or lumber for them, or it will transport to the summit any 'knocked-down' boats included in the miners' outfits. It has never been possible heretofore to take a boat over the pass, except by piecemeal, which doesn't pay."

"A most important part of the work we are doing is the construction of a wharf at Dyea. It will have 200 feet frontage and the approach will be 1,700 feet in length. Any steamer will be able to dock at the wharf, thereby saving the heavy expense and great loss of time to both passengers and steamship people, of lightering, as at present. Had it not been for work already done by Juneau people it would have been almost impossible to have completed this work in time for the early travel next season."

About \$10,000,000 in gold is now concealed in the teeth of people in the world.

Indicted for Larceny.

Astoria, Or., Oct. 4.—The grand jury today returned a true bill in the case of B. L. Ward and W. G. Howell, treasure hunters, charged with larceny of this county. The indictment charges them with the larceny of public money to the amount of \$11,953.

Found Dead in His Room.

Baker City, Or., Oct. 4.—William F. Hoey, aged 46, was found dead in his room in a lodging-house this evening.

A Woodchuck Killed.

Pendleton, Or., Oct. 4.—Andrew Heckman, an old soldier, was found dead on a creek bank, near Weston, this afternoon. Returning from the mountains with a load of cordwood and a four-horse team, it is supposed he fell from the wagon and was run over or kicked to death by the horses.

Port Townsend, Wash., Oct. 4.

Charles Eisenberg, Jr., son of one of Port Townsend's most prominent and wealthy citizens, committed suicide here today by shooting himself in the head.

FOR FORGETFUL ENGINEERS.

New Life-Saving Device That Has Been Successfully Tested.

St. Paul, Oct. 4.—A very ingenious and valuable contrivance for the saving of life by preventing railroad accidents through the forgetfulness of trainmen, has been invented. The machine has just stood a very severe test on the Great Northern railroad, after having been previously operated successfully on the St. Paul & Duluth road. Practical railroad men have given strong endorsements to the device after seeing its work.

The object of the device is to provide an accurate and reliable reminder signal and distance indicator for locomotives by which engineers are prevented from forgetting their train orders as to stopping or meeting places. The mechanism is simple, but positively connected with the forward trucks of the engine, accurately measuring the distance traveled.

The dial is placed in front of the engineer, showing correctly the distance traveled. Above the smaller of two dials are placed 15 triggers or dogs, placed at equal distances around the center.

When the engineer receives his orders, he sets one or more of these triggers to a point one mile short of the distance to be traveled before reaching the stopping place. The mileage indicator, on reaching such point, releases the trigger, which starts a signal whistle blowing. This continues to blow for one-quarter of a mile, promptly warning the engineer of the near approach to a stopping place. If the engineer is inattentive and fails to stop when this last mile has been run over, the machine sets the air brake and stops the train for him. A train similarly equipped coming in the opposite direction would be stopped in the same manner. The device can be made to run forward or backward. For foggy or stormy weather, or for darkness, the device is considered especially valuable for ordinary road use, although its life-saving feature was the point at first sought for