The Wasco News.

Issued Every Thursday By
J. W. ARMSWORTHY,
Editor and Publisher.

Official Directory.

UNITED STATES.

President ..... William McKinley
Vice-President ..... Garrett A. Hobart
Secretary of State ..... John Sherman
Secretary of Treasury ..... Lyman J. Gage
Secretary of Interior ..... C. N. Bliss
Secretary of War ..... Russell A. Alger
Secretary of Navy ..... John D. Long
Postmaster-General ..... James A. Gary
Attorney-General ..... Joseph McKenna
Secretary of Agriculture ..... James Wilson

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Joint Senator { Gilliam, Sherman, Wasco } ..... E. B. Dufur
Joint Senator { Sherman, Wasco } ..... John Michell
Circuit Judge ..... W. L. Bradshaw
Prosecuting Attorney ..... A. A. Jayne

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Supt. of Public Instruction ..... G. M. Irwin
Senators ..... John H. Mitchell, Geo. W. McBride
Congressmen ..... Binger Hermann, W. R. Ellis
Printer ..... W. H. Leeds
Supreme Judges ..... F. A. Moore, R. S. Bean, C. E. Wolverton

SHERMAN COUNTY.

Joint Reps { Sherman, Wasco } ..... A S Roberts, J W Morton
Judge ..... Jon Fulton
Commissioners ..... H. H. King, R. P. Orr
Clerk ..... Wm. Heinrichs
Sheriff ..... Wm. Holder
Treasurer ..... W Stanley
School Superintendent ..... W H Ragsdale
Assessor ..... B. F. Pike
Surveyor ..... J. T. Johnson
Coroner ..... F. E. Brown
Stock In ..... J. V. O'Leary

WASCO PRECINCT.

Justice of the Peace ..... Josiah Marsh
Constable ..... J. M. Hoag

Columbia Southern Railway Co.
TIME SCHEDULE NO. 3

To take effect Friday, July 1st, 1898, 12:01 A. M. Pacific time.

No. 3	No. 1	No. 2	No. 4
Leave	Leave	Arrive	Arrive
5:00 a. m.	4:00 p. m.	Wasco 7:00 p. m.	8:15 a. m.
6:10 p. m.	4:10 p. m.	Biggs 6:15 p. m.	7:00 p. m.
Arrive	Arrive	Leave	Leave
E. E. Lytle, President.		D. C. O'Riley, General Manager.	

THURSDAY : : AUG. 11, 1898

In the Klondike.

DAWSON, July 6, 1898.

You see by the heading of this that I have finally reached the country which has cost me so dear to reach.

It is a long time since I have written to you, but I will not weary you with a lot of apologies. Have had so much hard luck and failures that I became discouraged and did not feel like writing.

I resigned my position as deputy U. S. marshal April 1st, and left Juneau between the 15th and 20th. Had a comparatively easy trip across the summit to the Lakes, and a long, tedious wait at the Lakes, the ice keeping me there until June 4. It took me just 16 days to make the trip. Could easily have made it in 8, but prospected considerably along the river. The river trip is indeed a grand one, but requires a great deal of caution. After leaving Bennett we had 30 miles of as nice a lake as one could wish to travel on, called Lake Bennett. Had just wind enough to make it nice sailing. Reaching the head we entered Tagish lake, having to cross Windy Arm in order to enter Tagish. This Windy Arm is well named, for it is the most tempestuous piece of water I ever saw; and then again it can become the most peaceful. A good many accidents have happened here which might have been avoided had ordinary prudence been used.

After 19 miles of Lake Tagish, which is very narrow in places and has considerable quicksand in spots on the east shore, we have 5 miles of river known as Five-Mile River. Then 19 miles of Mud or Marsh lake. This lake is very easily navigated, although very shallow in places. At the lower end of the lake there is a small island. After this island is discerned the McClintock river will be seen coming in from the east. We then entered the river a nin, barely avoiding a large sandbar which extends almost across the river; but by hugging the west bank we got through all right. This was indeed a grand ride. For about 15 miles we had a nice 4 or 5 mile current, nice camping grounds on either side and good fishing; but after this 15 miles the character of the country is beginning to change, the banks begin to close in on both sides, high, sandy banks, the home of thousands of martins; the current now increased from 4 miles to 6 an hour—now we could begin to see the sails drop from the boats ahead, and we were not slow to drop ours. Now the character of the country changes very rapidly, the river narrowing and the banks high and ominous. Then a few miniature rapids, nothing dangerous, but suggestive of what is ahead. The current now increases from 6 to 8 miles then we had to keep a sharp lookout. Presently the yawning mouth of the canyon appeared ahead of us. For a minute or two it seemed as if we were going to be sucked into the canyon, but this did not happen, for with a few strong pulls under the guidance of the man in the stern we slid quietly into a gentle eddy at the bank. Here we got out and viewed the situation, concluding to hire a pilot. After securing a pilot and covering our outfit well with tarpaulins, (we did not take a thing out of the boat), seeing that everything was in proper shape, I took my position at the oars, with our pilot in the stern—my associates having concluded they would rather walk—and away we went. A few strong pulls out of the eddy and the current caught us up and away, with just a pull now and then, enough to keep steerageway. It was indeed a wild ride, but seeing the pilot so unconcerned gave me courage. After getting through the turbulent waters of the canyon the famous White Horse rapids appeared ahead of us. I tremblingly grasped the oars and at a signal from the pilot began to pull. Catching the big jump right in the middle, for an instant it appeared as if we were going to be swamped, and at the critical moment my right hand oar snapped. But under the skillful management of the man in the stern, the boat was sent safely through without shipping a gallon of water. Then 25 miles more of the river, in which we run on several sandbars, and were lost two or three times on account of so many small islands, we finally entered Lake LeBarge, and after a thirty mile pull—for we had to row every foot of the way, as we had a head wind and almost three tons in the boat—we entered Thirty-Mile river. This river required the utmost care and watchfulness. The current runs with lightning rapidity and is full of rocks. We saw the wrecks of a good number of boats all along this river. This is the most dangerous part of the journey. The White Horse is tame in comparison. We grazed several rocks, but we pulled out all right, and it was very trying on our nerves, I can assure you.

At the mouth of Thirty-Mile river the Hootalinqua comes in, and the two form the Lewis river. This is another nasty place until we enter the Lewis. Here we have 149 miles of a very fine river. No need of working the boat at all; the current will take it safely through. We averaged a little over six miles an hour on this river without touching oar or sweep. On a small island west of where the Big Salmon comes in we went to the rescue of a barge loaded with 10 tons of fruit and manned by three men which was blown upon the rocks; after a few hours of hard work we saw her safely off and on her way to Dawson, we being richer by sacks of sugar, rice and potatoes, and tobacco and a few cigarettes.

At Big and little Salmon we had to pull in and present our clearance papers to the customs officers at the established posts, which was very difficult owing to the swiftness of the current. Sixty miles below Little Salmon we came to the Five Finger rapids. These can be seen a mile off, the rocks rising like sentinels warning us of the danger ahead. By keeping our boat well in the middle of the right hand channel we had no difficulty in getting through, although it is a very turbulent piece of water. Five miles further on we came to the Rink Rapids, caused by a reef of rocks partly submerged extending almost across the river. By hugging the east bank we got over without a riffle. Fifty five miles from Rink Rapids we come to Fort Selkirk, where the Dalton trail comes in. Here the Pelly river comes in and the mighty Yukon begins. Now we have 177 miles of river which is filled with islands and driftwood; in fact, it is a perfect labyrinth of islands, and it requires the utmost care to keep clear of them and avoid the sandbars. When nearing the Klondike a large island is to be seen, and following the other boats we went around the east side of the island, and then we could plainly see the city of Dawson. Then a short, hard pull to get across the current where the Klondike comes in, and our journey was at an end and our troubles just really begun.

I wish you had a picture of the city. It is the sight of a lifetime. You would have to see it to form any conception whatever, it is so entirely different from what I had pictured it.

Picture yourself coming in a boat, [illegible] City on the east bank or right hand side, the Klondike river coming in from the east right where the town begins, then for a distance of three miles just one jam of boats of every description; hundreds upon hundreds of boats. And all new boats coming in can just tie up to the other boats; no chance to land on shore. You tie up your boat and hop from one to another till you get ashore. You see before you then a swampy, mossy flat between 2 and 3 miles long and perhaps a mile wide, and then you climb the hill, just about such a grade as going to Fowler's, which extends back about two miles, and the veriest labyrinth of tents and cabins covering the whole place. In the center of the town is the barracks, over which high in the air you would see the British flag, and you would realize that you are now under petticoat government.

A conservative estimate of the number of people in this town today can safely be placed at 60,000 souls; and O! what a struggling mass of humanity it is. Men once robust and healthy now pale, thin, round-shouldered and haggard. A few months ago pushing their way over the snow-clad summit and icy trails, their faces aglow with bright prospects ahead and filled with ambition, now they are stamped with despair and disappointment. Seeing the foundations of their air castles falling from under them and feeling the stern reality, it is indeed a bitter blow; as three-fourths of the men here have went through untold hardships, left families, sold home, spent every dollar they had to get into a country and find that it has been terribly overrated. Instead of finding rich miners with coal oil cans full of virgin gold, they find them poor, emaciated wretches, rotten with the scurvy and other diseases, trying to get money enough to leave the country on, mines being sold at auction on every corner, some selling for a half an ounce ($8); outfits being sold in every direction. You can buy everything a whole lot cheaper than you can bring it in. Bacon, 25c; flour, $6 (I bought a sack yesterday for $2); meals one dollar, and everything in proportion. On one side you will hear the auctioneer crying: An axe, gentlemen; how much am I offered for this? Fifty cents? Who will give me the five? And to your right you will hear the familiar cry of Gentlemen, the chance of your life! A half interest in a rich claim on Bonanza. How much am I offered? $40 00? Thank you; who will give me the five? Third and last call and sold for forty dollars. And another sucker caught. But, as the editor of the Observer said last summer, people will persist in chasing rainbows.

A few blocks farther down and we are in the tenderloin district; nothing but saloons, dance houses, gambling joints and restaurants, into which you can't even elbow your way, day or night. It is really hard to distinguish day from night here, as the music of the violins in the dance houses, and the hum of the buzz saws from the mills are continually with you. All the steamers that were frozen in between here and St. Michaels have arrived within the past two weeks, and have all left loaded to the guard rails with passengers anxious to get out. The stampede is going the other way now. There are a few very rich claims on Eldorado, the richest in the world, but they are all in the hands of Aleck McDonald. Bonanza is a big disappointment, not turning out as expected. The whole country is terribly spotted, one creek claim may be rich and the next six worthless. With the exception of a few on Eldorado and two on Bonanza, the bench claims are no good. Within 70 miles of here everything is staked off, but I think a good many are unrecorded. But the officials are so corrupt that one can't get any information from them without paying big for it. The records are the records are supposed to be public property, yet it will cost from twenty-five to fifty dollars to persuade a commissioner to talk to you, and should a person find a claim unrecorded it will take from one hundred to five hundred dollars to record it. A man came in a short time ago to have a claim recorded. They told him it was already recorded, but finding the man knew better they said it was reserved for the crown; but he having investigated knew it was not so. To make a long story short it was reserved for another party. It is a graft all the way through. You pitch your tent anywhere and you are ordered off. I have moved once, and now there is another notice stuck up at my tent to move. It makes me mad to think that in a town of 60,000 Americans a handful of English robbers wearing the queen's uniform can bulldoze and rob us as they are doing. But it would have done your heart good to have been here the Fourth of July. It was celebrated gloriously. At times the noise was so deafening you could not hear yourself think, and the soldiers did not try to interfere. The people are more orderly than any place I have ever been.

The first persons I saw from Sherman county were J. W. Smith and Hank Barnhart. They beat me here a week.

CHAS. KRAIMIER.

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Look at These Bargains.

Geo. B. Simon farm in Gilliam county, 160 acres, $5.00 per acre.

160 acres, 125 acres have been cultivated, good farm near Blalock, Gilliam county, Oregon. $6 per acre. Known as the James M. McInney farm.

$11 per acre. 1020 acres, all fenced and in cultivation. This farm is well watered. It is in the Bigelow district, the best of farm land you will find in this neighborhood. Ten miles from Rufus. Can be sold in small lots or in the whole body for the same price.

$6.50—160 acres, all fenced, all tillable land except about 10 acres. 120 acres of this land has been farmed four or five years, and produces good crops. This is known as the W. R. Taylor property. There is no better 160 acres in Sherman county for the money. The owner of this land is in Scotland; it should be owned by some Sherman county farmer.

$1600—160 acres; 140 acres now in cultivation; good house and barn, good fences around the farm; public road on the east side. This is a well improved farm, well worth the money; if well farmed will pay interest on $3000, or double the amount invested. This is known as the A. R. Doane property. Two years ago there was a report made as to the valuation of the property and sent to Scotland to the owner of the land as well worth two thousand dollars. This property is eight miles from Wasco.

$6.50 per acre. 160 acres of land; 3 miles east of Rufus. All farm land. This farm can be bought on the best of terms. There has been 100 acres of this place farmed several years ago; would make someone a good home. This is [illegible] land by the owners, though known here as the Jasper Garrison land.

12 per acre—160 acres, all fenced; all farm land; has all been plowed last winter, and sown to wheat last spring. Good house and barn. Two miles from Rufus. Known as the W. H. Ramey farm.

$6.50—160 acres, all fenced; 60 acres now in cultivation, running water through the place. Three miles from Rufus. M. Bohan property.

Call on or address

M. A. LESLIE,
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Proprietors of the
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For Sale.

One corner lot west of Christian church. One just east of the place where Geo. Crosfield lives. For terms apply to S. D. Everett, Dufur, Or.

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I desire to sell my hotel property. Will sell on the most reasonable terms. This is a big thing for the right party. Call on or address W. M. Reynolds.

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FOR SALE.

$2000, by January 1, 1899.

I have for sale on easy terms Section 16, tp 1 n, range 16 east, known as the Richardson place. There is a crop now growing thereon, of which purchaser may have one quarter interest if he wishes. This is a fine wheat farm, nearly all in cultivation and in easy reach of market. Call on or address,

C. J. BRIGHT,
Wasco, Or.

FOR SALE—A 10-foot Hodge No. 2, Header. All in good repair. Terms reasonable. JOHN FREDBERG, German, Oregon.

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Stonework, brickwork, plastering, and all work in that line done in a satisfactory manner. All work guaranteed. Leave orders at the NEWS office.

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Public Land Sale.

U. S. Land Office, The Dalles, Or. July 14, 1898.

Notice is hereby given that in pursuance of instructions from the commissioner of the general land office, under authority vested in him by section 2455, U S Rev Stat., we will proceed to offer at public sale on the 8d day of September next, at 10 o'clock a m. at this office, the following tract of land, to-wit: N½ lot 2 (nw¼ nw¼), sec 7, tp 2 n, r 17 e, W M.

Any and all persons claiming adversely the above described lands are advised to file their claims in this office on or before the day designated for the commencement of said sale, otherwise their rights will be forfeited.

j22-6-a28 JAS. F. MOORE, Register.
WM M. BIGGS, Receiver.

For Sale,

Or will trade for Sherman county farm.—15½ acres of land, situated on upper Main and Hudson streets, St. Helena, Cal. Large two story house, consisting of 9 rooms up-stairs, 10 rooms, pantry and bath room down stairs. Splendid well of water at house. Large two-story barn. A fine orchard of grapes, prunes, apples, olives and almond trees. This property is all well fenced with pickets. Value of property, $7000. Call on or address, M. A. Leslie, Wasco, Oregon.

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Persons desiring to see me on business will please call at my office in Wasco Or., on Mondays, Wednesdays or Saturdays as I am likely to be away at other times.

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