

THE WASCO NEWS.

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FRIDAY, Dec. 7, 1906.

All persons having accounts with the Wasco News are warned to accept receipts from me only, F. E. Day having severed his connection with this business. W. C. WALKER.

Dowie has at last been acknowledged by his followers as being somewhat abysmated in his thinking.

Not to be tardy in the procession the city council of Salem will now proceed to investigate certain of its membership on the charge of grafting.

Count Boni aspires to a position behind the footlights at \$2,000 per week. Seven dollars and "found" would be munificent for such an article of insipid mediocrity.

There are times when it becomes a matter of wonder how this country has been able to grow so big and prosperous with taking advice from college professors.—More Observer.

The condemned murderer who will admit in his farewell spiel that he is not about to fly into the bosom of Abraham, should be pardoned and given a tin medal for conscience sake.

The shortage of cars is responsible for heavy losses by Baker county stockmen. Cattle, in some instances, are held for weeks and the shrinkage caused by these delays have already amounted to thousands of dollars.

With seven sawmills in full blast, an inexhaustible forest of fine timber surrounding the place, to say nothing of several wooden men in the city council, Aberdeen, Wash., is "also" suffering from a lack of fuel.

San Francisco is now scourged with official grafting in high places. The measure of her woes was not rounded out by earthquake and flame and it was left to a coterie of professional grafters to bring disgrace and confusion to that hapless city.

The field secretaries of the International Reform bureau, whatever that highfalootin name signifies, will "spend a week at the seat of congress to get in closer touch with that body." Too much familiarity by the members of this body with certain congressmen may lead to the penitentiary.

The colored man is very much in evidence in protesting against the president's action in firing three companies of negro soldiers for riotous and other miscellaneous conduct while stationed at Brownsville, Texas. It is dollars to daddoo eggs that the president stands by his original ukase.

Had the State of Oregon at the beginning of Frank Baker's career placed that gentleman on a flat salary instead of giving him the opportunity for twenty years to do the "stand and deliver act" in his charges for public printing at Salem, the surplus in the state treasury would have been several simoleans larger than it is at the present writing.

The blockade on the railroads having been raised the Portland cattle market has assumed a better tone. Best 1100 and 1200 pound steers are worth \$3.75 per hundredweight, with a possible chance of \$4; \$2.50 to \$3.60 for lighter and medium. The hog market is good at \$3.75 to \$3.85 per hundred for good; 175 to 250 pound hogs. The sheep market is very strong, with straight wethers in good demand at \$1.40; mixed at .40; and lambs at 1.20 per pound.

WILL IT SUCCEED?

Proposed Oregon Mill to Manufacture Lute Sacks Etc.

The Establishment of a State Institution for the Purpose of Utilizing Convict Labor is Meeting with General Approval.

One of the most important questions to be discussed by the Oregon legislature when it meets this fall is the proposed measure which calls for a mill to manufacture grain sacks, hop sacks, wool sacks, etc. It is important for two reasons:

First, because of its great general interest, nearly every farmer and woodgrower in Oregon will be directly benefitted if the measure is passed.

In the second place, it is important because of the line it will draw in the legislature.

The real utility of the lute mill cannot and has not been seriously questioned. The single fact that Washington expects soon to double the capacity of the plant at Walla Walla is conclusive proof of its success. The only opposition, then, that the friends of the measure may expect to meet will be from the trust and its agents. The only persons they may expect to find lined up against the bill will be those who have other than the interest of the whole state at heart.

The continued investigation of railroad accidents has had no appreciable effect in diminishing the number of frightful catastrophes.

An Oregon school book combine is now threatened. Thus far no syndicate or trust has tried to organize a corner on halos and harps and other celestial brie-a-brac.

The "Tongues of Fire," a bunch of irresponsible religious fanatics at Salem, differing little from the infamous conduct of the Holy Rollers, is making life miserable in the capital city. The whole caboodle should be given a term on the rockpile.

The interstate commerce commission is to investigate the car shortage in the wheat producing section of the Northwest. The result of the deliberations of this body may be known before wheat culture is abandoned for the raising of plug bats, soldier buttons and shingle bolts.

This finding of the tomb of Cicero, the great Roman cow boy who strode the Appian Way in his own way with a last summer's straw hat on the back of his intellectual cocoon, has been located. Cicero lived about two thousand years and some odd months ago, and in his day he was considered a very fine potato and a whole passel in a bill. With all his pomp and circumstantial evidence that he was the son of his daddy, had he lived in the immediate present he would have had a hard job on his hands in regulating the car shortage and the fuel trouble.

CLUB ASKS FOR \$300,000

Walla Walla Commercial Club Requests Open River Work.

Dr. N. G. Blalock, of the open river committee, reported to the Commercial club at Walla Walla last week that the committee was working on a bill for presentation to the Washington legislature this winter, asking for an appropriation of \$300,000 to open the river. This sum is to be used in improving the Snake and Columbia rivers and to aid navigation.

He asked that the committee be authorized to secure an attorney's advice in making out a bill so that it would stand tests. This was granted. Dr. Blalock stated that the report of the committee would be made at the next meeting of the club.

Small residence lots in Portland to exchange for good wheat land. Address Moore & Frost Land Co., 993 1-2 Washington St. Portland, Or.

A CLASS NOT WANTED

Men Who Labor to Give Their Own Town a Black Eye.

Occasionally one will hear the remark, "I wish I was out of this town," and then one feels like saying: "I wish you were," says the Macksville Enterprise. For a man who stands on the street corner chewing and spitting, telling how the government should be run, cursing the town, finding fault with his grandmother because she was a woman, claiming that the merchants are a lot of thieves, the lawyers and newspaper men would skin a man to a finish, and a whole lot more, is a nuisance and abomination. A town pestered with one or more such worthies would be justified in exercising cowhide argument on the bosom of his pants. No one is obliged to live where he is not suited. If one hasn't an encouraging word for the business enterprise of his town he should "go 'way back and sit down."

If things don't suit you, go where they will. A growler and a sorehead in a town is an enterprise killer every time. It would pay a town to donate such a one four or five dollars and six bits and tell him to move.

Mr. G. N. Crosfield is now agent for the Dutchman Gang Plows, Monitor Hoe Monitor and Double Disc Drills, Bain Wagons, Henney Buggies and Hacks, I. H. Co. Gas Engines, McCormack Mowers, Reapers, Binders and Headers Holt Bros. Combine Harvesters. Mr. Crosfield will carry a big line of extras; his terms are not cash, your note is good today, just as it was two years ago. Bring him your orders—as he has the best line of machinery made in the U. S., and will save you money and give you the right terms. He also has the Washington Double Disc Weeder.

A FRAUD EXPOSED

Capitalists Invest \$1,000,000 in the Deschutes Valley.

J. M. Lawrence Comments on Rapid Growth of Crook County—Government Irrigation Work is Criticized by Settlers.

"More than \$1,000,000 of outside capital has been invested this year in timber lands of the Deschutes valley in Central Oregon," said J. M. Lawrence, receiver of the Roseburg land office, to an Oregonian reporter last Sunday.

"Half a dozen big Eastern concerns have had representatives at Bend, which was the center of these operations, and have taken over about 100,000 acres of that yellow pine land and they are still buying. Quarter sections which found a sluggish market the first of the year at one thousand to twelve hundred dollars, now sell for \$3000. Probably one third of the timber claims of the Deschutes belt have passed out of the hands of the original entrymen. A number of large tracts secured by government or state scrip have been transferred to those who propose to use them. Because of the activity in timber and money has been easy in the Deschutes country this year, notwithstanding its remoteness from transportation and the slowness of the railroads to provide relief.

"If the experience of Central Oregon has any significance it indicates that short independent lines are preferable to those of the big systems. Since the Columbia Southern railway was purchased from Lytle and became a part of the Harriman system both freight and express

rates have been advanced to figures that warrant teaming both classes of traffic through to The Dalles, from which point water transportation keeps rates within bounds.

"There has been marvelous advancement in the Deschutes valley in the past two years. Irrigation farming and timber operations have caused this. Both of these must have transportation facilities before they develop far.

"The people who have entered the new district are intelligent, enterprising and have some capital. It is quite different from a distinctively homestead settlement. The Deschutes valley is being occupied by a civilization of high type.

"There is in that country a good deal of criticism of the new attitude of the government touching the use of the water of the Deschutes river. Under a law passed by the last legislature the United States was given the exclusive right to waters of Oregon streams, for purposes of irrigation when such right is asserted in a certain way. Under this statute the government has given notice that it claims all the water of the Deschutes, except that used for irrigation, and that it proposes to use the water away down at the Shearer place, not far above the mouth of the stream.

"The injustice of this appears when it is known that it is a power plant, not an irrigation plant, which the government intends to use Deschutes water for, the power then generated to be transmitted to distant localities to pump water from other streams for irrigation there.

"Thus the Deschutes valley having abundant use for all its water in beneficial work, is to be robbed of that great resource for the benefit of other localities. Moreover, the

Continued on Sixth Page.

Labor Problem Solved

Buy Now and Next Year Pay Us Half You Save.

I Want Three Men to

Run a Holt Harvester!

And with my 20 horses we'll sack up a section while you're looking around for a threshing crew. Too fat to worry about labor troubles.

Holt Bros.' Side-Hill Combined Harvesters

Draws easy. The secret is the Link Belt Drive. The two big wheels are always straight up and down. Can't slip or slough on steepest hills. Link Belt and Link Belt only makes these features possible.

We've Built Harvesters 22 Years. BUY OF US. DON'T EXPERIMENT. Ask Your Neighbor. He Knows.

Here's what A. Z. Case, Sr., says. You can bank on his statement:

"THE HOLLEY JUNIOR SIDE HILL COMBINED HARVESTER I purchased of you this year is certainly the PRIDE of the FIELD. I inspected all other makes of machines before I bought and am well pleased with my selection.

"It will handle a 14 foot swath in any kind of grain. There is at least a saving of 5 to 6 bushels of grain to the acre.

"This year my grain is a little light on account of the hot winds and am confident I could handle a 16-foot as well as 14-foot. Would advise any fellow farmer who can use a Harvester to buy a HOLLEY. She is certainly a Hummer.

(Signed) "A. Z. CASE, SR., "Hatton, Wash., 1906."

Wasco, Ore., August 24 1905. THE HOLT MANUFACTURING CO., Walla Walla, Wash.—Gentlemen: I am highly pleased with the Harvester

purchased of you this season. It is certainly the cheapest and most satisfactory method of saving grain I have ever tried. I only regret my not owning one years ago, as I know I can save more grain per acre than by the use of the Header and Thresher.

With my Junior machine I harvested my crop of 950 acres to 27 days without a single accident or delay, saving me my customary \$1000 threshing bill.

Yours truly, J. R. KASBERG.

Wasco, Ore., December 7, 1905.

MESSES. Holt Bros., Walla Walla—Gentlemen: The Harvester is a jewel. I have been in the threshing business for myself since 1830, and have some reputation as a thresherman, but I will take a Holt Combine for my own use. I worked 24 head of horses on my 16 foot cut, and they were fat after cutting over 1000 acres. It cost last year \$2 60 for extras and repairs. Yours truly, JOHN M. ALLEN.

Dufur, Ore., March 16, 1905.

THE HOLT MANUFACTURING CO., Walla Walla, Wash.—Dear Sirs: As to your inquiry as to what extras or repairs I would need to start my Junior Harvester, will say that you can count me out as a customer this year, for I have only run her two seasons, cutting 600 acres each season, and she is ready to do it over. I have 600 acres to cut this season, and expect to do it without asking extras. I use oil, and I find that when there is any kink on a Holt Harvester the owner is short of oil, or he left it in the shed, and wonders why she don't run smooth. I tell them to oil her, and she is good, always. I pull here with from twenty to thirty-two horses; depends on the ground.

They can all pay six cents that wish to, but I like to put my grain in the bag for one cent.

Yours truly, C. P. BALCH.

The Holley-Junior 16in. and 20in. wheels. 14ft. Cut Requires 4 Men and 20 Horses.

The Holt Manufacturing Co.

Walla Walla, Wash. and Spokane, Wash.

Geo. N. Crosfield, Agent,

Wasco, Ore.