

THE WASCO NEWS.

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FRIDAY, Dec. 14, 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.

Emotional insanity! Ye gods, what sins of omission are committed in thy name!

Bellamy no doubt now wishes he had "sawed wood" and let Maria and Theodore chew the rag to a finish.

The time is drawing near when it will be a hard job to find enough "righteous" men to try the other fellows.

Bellamy Storer is another instance of a promising career blasted by the ambition and talkative propensities of his better half.

The report of the house committee on appropriations declares that the president's newfangled style of spelling don't spell anything.

Albany, Oregon, can certainly lay claim to the distinction of having been full of prunes at one time in its history. A hundred car-loads of this fruit were shipped from that place during the past season.

Moscow, Idaho, is planning a corn carnival. Moscow has enjoyed a carnival of corn juice for a long time and now proposes to go the whole hog, as it were—the corn, the juice, the cob and, perhaps, the fodder and the hayseed that raised it.

The members of the next legislature are unanimous in their desire to frame some measure by which unnecessary delay in the shipment of freight can be avoided in future. On this question and that other one of a car shortage the people of Oregon appear to be united.

It is charged, and is now admitted, that much of the devilment that has been raised over the car shortage is due to the neglect of merchants in the large cities to unload cars consigned to them as soon as received. No doubt if the railroads should apply the demurrage boot to these gentlemen as they deserve, the people of the interior would suffer less for cars in which to transport fuel.

The despotism of the law is shown in the case of Carl Welker and a young man of Burns, Ore., the latter receiving a sentence of six years in the penitentiary just for "shooting a pipe out of the teeth of an old Dutchman." What are we coming to, if a young man is to be so restricted and hedged about by fossil laws, ordinances and rules of conduct that restrain him in the free and untrammelled exercise of his youthful inclinations? The idea of sending a nice, frolicsome young man to the pen for so trivial a thing! We'll bet a dollar that the old Dutchman's smoke box wasn't worth a nickel anyhow.

"Bargains in Dentistry" is the fetching latter-day style of advertising by progressive tooth carpenters in Portland. A man can now drop into a tooth-pulling emporium and have a molar or two extracted without pain or the necessity of mortgaging his farm to liquidate the service rendered. Besides, he is guaranteed not to be yanked out of the chair and used as a mop to wipe up the floor and adjacent territory before the old thing can be induced to leggo. But now, it would seem, tooth pulling has arrived at a point where it is a positive pleasure to have an incisor put out of commission. Tooth-pulling may become a

fad, just as much so as sitting around a stove and crucifying the neighbors, but the News prefers to hold on to the old grub-crushers. Store teeth and fashionable religion are no doubt all right for gala occasions, but neither will stand the wear and tear of tough beefsteak or brotherly hypocrisy run to seed.

Editorial News Etchings

The fruit shipment of Umatilla county for the present season will reach the snug sum of \$60,000.

The State board of health will recommend to the legislature that the office of State dairy and food commissioner be abolished.

It is feared that the continued use of slab wood for fuel will have a tendency to cause a man to walk a little askew or slabsided.

President Roosevelt has been awarded the Nobel prize, the most coveted of earthly distinctions. The amount, \$40,000, has been given to promote the cause of industrial peace in this country.

The government's report through the labors of the geological survey, announces that Coos and Curry counties in Western Oregon contain enough coal to last the United States for 500 years.

HORSE BUYERS ARE NOW PLENTIFUL

Men Scouring the County in Search of Desirable Horseflesh.

Many horses are being shipped out of this section to coast points to supply an increasing demand for horseflesh of all kinds. Within the last three weeks several parties have made Wasco their headquarters and the surrounding territory has been thoroughly canvassed for animals of various types and standards.

It is safe to say that not less than 1000 horses have been carried out of this section during the present year. Of this number about 250 have been secured in this immediate vicinity within the last four weeks. Buyers who have operated here have come from Seattle, Portland, Salem and California points.

The present year has not been so successful with many of our farmers as has been the almost invariable rule heretofore, and as a consequence many animals are now being disposed of for the purpose of tying over a real or fancied emergency. In many instances these animals will be sadly missed during the crop season next year. Horses that have been sold to buyers this fall at prices ranging from \$100 to \$150 will prove a bargain six months hence at \$150 to \$250.

And the end, apparently, of this wholesale sacrifice of horseflesh has not yet been reached.

The pedagogues of San Francisco have organized a union. Every craft and calling seems to be segregating themselves into factions, creeds, and unions, with the object in view of handing the other fellow a bunch of the worst of it. In the great hereafter there will be no grips and signs, passwords and monkey-shines to distinguish one from the other. Unionism in the trades may or may not be all right for all parties concerned, but of this much the News is satisfied—the class-room is no place for political or social pulls, factions, mutual admiration society members or those who can not hold down a job without the backing and the whip lash of the "union."

T. E. Cornelius of Salem, Oregon, spent the greater part of last week in Wasco on a horse-buying mission to supply the demand for draft animals in the capital city. Mr. Cornelius is the city marshal of Salem and an interesting talker on subjects relating to state institutions. For several years he was identified with the penitentiary in various official capacities. His fund of reminiscences connected with that institution and some of the bad characters confined therein is highly entertaining.

Roy Atwood was a passenger on Wednesday's train.

NOW ON THE HUMP

The Railroads Are Frantically Tearing Their Shirts

By Rushing Coal and Wood to Those Districts in the Interior that Have Suffered So Long Because of the Railroad's Negligence.

And the galled jade feels a wince coming where a hurt, and a serious one, is about to follow. The Eugene convention of representative men of the state have gone on record as opposed to some of the methods of the railroads in dealing with the people of this state. These evils are of long standing and have grown worse from day to day until patience, protests and pleadings have ceased to have any effect. The News is of the opinion that the next Oregon legislature, if it carries out the wishes of the people, irrespective of politics or political buncomb, will hand a bunch of tribulation and weariness to the autocrat of the steel bands that will cause that gentleman to sit up straight and get his think machinery in good working order. The press of the state is also aroused as never before and with a unanimity that free passes and other pauper bric-a-brac cannot change. Of those papers in the state that have taken advanced positions on the subject of railroad imposition and extortion can be mentioned the Oregonian, Journal, Telegram and Spokesman-Review. The little fellows, the weeklies, are making a hell of a noise and, it is hoped, are contributing somewhat to the hullabaloo that is now on. The Portland Telegram of recent date has the following to say on this subject:

"What the people of Oregon most seriously object to is that for many years the railroad policy in reference to this state has been one of exploitation, not of construction. We have been a small pawn on a big chessboard, and the penalty has been as heavy as the traffic would bear. Oregon has contributed vastly

to the profits of the Harriman system and the money thus wrung from its people has been used according to methods which are quite familiar in Wall street, but which resulted immensely to the advantage of individual fortunes, which strengthened the system in competitive points and aided materially in building up rival communities. Oregon has always held the sack. For years it took what it could get, which was less than nothing. With four-fifths of its vast domain without a mile of railroad, almost entirely unexploited, with stagnation settling down like a pall over the state, which crept along at a snail's pace, the people nevertheless remained true to the system that exploited them and gave to it besides bonuses of good will that were beyond price.

"The Eugene meeting is just the beginning of what may be expected. Heretofore sentiment has largely controlled the relations, but never on the side of the railroad. Hereafter the people must demand business relations. What is coming to them they want and they must have.

"All sections now are and of necessity must be united. The Eugene meeting must not be permitted to go as a flash in the pan. The seeds sown there must bear fruit, for if we are to make progress the railroads must no longer be the tyrannical masters of our destinies. The agitation must be continued and the legislature must honestly respond to the public demand and legalize such contemplated legislation as is calculated to bring about the needed reforms."

Hands Him a Boquet.

The Portland Advocate, a negro newspaper, contains the following literary gem concerning a gemmen of color because of his indorsement of the president's action in firing the negro troopers. The article was written by a lady of color, who, no doubt, is familiar with her subject. She says:

"Here rises this black-hearted, slug-footed, box ankled, blue-gummed red-lipped, white-eyed and kinkey headed nigger (Brady) siding in with the South and saying that the President did right in dismissing the soldiers."

UNDER THE WHEELS

John Hull Victim of a Terrible Accident at The Dalles.

An Old and Respected Farmer of This Vicinity is Run Over by a Switch Engine in The Dalles Yards and Instantly Killed.

The community was saddened last Tuesday evening by the report from The Dalles which told that death had overtaken John Hull in its most tragic and horrible form. Mr. Hull left his home Tuesday morning for The Dalles on a business errand and all unmindful of the terrible fate that awaited him but a few hours after his departure from home.

Thus far the News has been unable to learn more than meager details of the unfortunate occurrence. After arriving in The Dalles Mr. Hull, it would seem, had occasion to cross over the tracks in the O. R. & N. yards and in the vicinity of the switch engine which was engaged at that time in shunting cars to and fro in the makeup of trains.

Exactly how the accident occurred no one seems to know and as a consequence there are many conjectures and surmises of the affair. The first authentic version of the accident is that of a stranger who saw him

clinging to the engine above the foot board and that a moment thereafter the unfortunate man relaxed his hold and fell across the track immediately in front of the moving engine. The wheels of the front trucks passed over both limbs just below the knees while he received other serious wounds on the back and side of the head. His death must have been almost instantaneous.

Continued on Page Six.

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 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. Yours truly, "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 in 27 days without a single accident or delay, saving me my customary \$1000 threshing bill.

Yours truly, J. R. KAREBERG.

Wasco Ore., December, 7, 1905. MESSRS. HOLT BROS., Walla Walla—Gentlemen: The Harvester is a jewel. I have been in the threshing business for myself since 1880, 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 kick 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. wheel's. 14ft. Cut Requires 4 Men and 20 Horses.

The Holt Manufacturing Co.

Walla Walla, Wash. and Spokane, Wash.

Geo. N. Crosfield, Agent,

Wasco, Ore.