

# THE WASCO NEWS.

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## PORTLAND'S STREET-CAR TIE-UP

**T**HE street-car strike, which was inaugurated in Portland Saturday evening, was attended with scenes of violence and developed the fact that Portland also contains its full quota of hoodlums and others of like ilk on mischief bent. It is a reasonable presumption that the employes of the car company were not the instigators of these disgraceful orgies enacted on the initial day of the tie-up. It was more likely the unemployed, irresponsible element, the riffraff of the street, who, taking advantage of the occasion, relieved themselves by smashing windows, derailing cars, assaulting policemen and in committing other deeds of lawlessness. It requires little at such times to fan into flame the latent spark of hatred for all employers that is a leading characteristic of the shiftless vagabond and that other microbe who is inimical to toil and whose sphere of activity lies in his ability to create strife by shooting off his mouth at the critical moment. The idea is suggested that the city's officials are not entirely blameless on occasions of this kind. The price paid by labor organizations for immunity from arrest and prosecution in many notable instances in the past has been organized labor's support at election time. The fear of labor's frown at the polls is a hideous nightmare in the sight of the professional politician. The lawmaker, as a rule, is swift to act at the behest of unionism to the injury of others equally as deserving. The failure to get the situation in hand at the beginning of the trouble was due, it is said, because of the unpreparedness of the police. Such officials, however, are always prepared to swoop down on a sick hobo with a wooden leg, but in the case of determined resistance they are too prone to "unpreparedness." Too much politics is the prime cause for official incompetency.

## THE KNOCKER BUSY.

**T**HE knocker is again busy with his little hammer. This time it is the Prineville Review. In the same issue with a complaint against an exchange for reporting a case of small-pox, which probably never existed, the Review prints a statement in which it is declared that "Sherman county suffered more this year from hot winds and crop failures than it has in a decade. Many of the old time settlers have sold out at a sacrifice, packed up their belongings and left the country for good, or have temporarily abandoned their farms for more profitable employment on the north bank road."

While this sounds ridiculous to those who are acquainted with conditions in this county, it might lead to false impressions upon those who are not.

It is true the hot winds of last summer nipped our crops a little short, quite short in fact, as it did those of other localities, but the News has heard of no cases of suffering either here or in Crook county. On the other hand the effect of a short crop has been almost entirely neutralized by the prosperity in the stock industry.

As for any one selling out at a sacrifice, we can not learn of a single case in which this has done. Neither are our citizens competing with the foreigners who are doing the labor for the north bank road. On the contrary, they are at home industriously preparing for a big crop next year. And these same farmers who are accused of robbing the Greek and the Greaser of his rightful inheritance are offering the high-

est wages for good stout men. Come down, Bro. Kennedy, and get a job. Good board whether you can work or not.

Otto Young of Chicago, twenty times a millionaire, has just become defunct. After providing for his wife and children, his grandchildren and great grandchildren and such other kin as he could roam around without a brand or bride, he consigns \$20,000,000 to the hands of trustees for a period of fifty years. There is something radically wrong with a system that encourages a man in articulo mortis to tie up such vast wealth, in which he can no longer have any interest or concern, to the exclusion of the rest of humanity.

Ex-Attorney Hoge of Medford, Oregon, serving a sentence in the Multnomah county jail for complicity in land frauds, has sent in his resignation as a member of the bar. Whether Mr. Hoge was ashamed of the bar, or whether the bar was ashamed of Mr. Hoge that caused that gentleman to resign, the public is not informed.

The blame for the shortage of coal is now laid at the door of mine owners by the local dealers of Portland and other distributing points. The retail coal dealer can have no kick coming from any source at such a time. The volume of his business may not be so large, but the size of his profits is a great consolation.

Today is the shortest in the year. A man has hardly disposed of his breakfast before he is called upon to demolish another meal. While Mr. Roosevelt is engaged in fixing things to the satisfaction of everybody he should tackle this unequal distribution of time at the feed trough.

While C. B. Blocker was sick abed in Seattle his wife swiped his tools, \$15 in money, a suit of underclothes and the old man's farm and disappeared. He may miss the underclothes and his tools, but should consider that he came out ahead on the rest of the transaction.

Speaker Cannon declares that this "country is a hell of a success." This, however, does not deter Uncle Joe from claiming that it is a result of the beneficent rule of the Republican party.

The East and Middle West are shivering under blankets, behind storm doors and ferniest hot stoves, while we of Oregon can sleep comfortably with the back gate wide open.

Hot boxes and the quality of pomatum on the conductor's whiskers may yet be advanced as the true reason for the car shortage.

Dufur is to have another newspaper soon. Whom the gods wish to destroy they induce to "fill a long felt want" in a locality already full up to the spilling point.

The legislative demurrage boot applied to both the railroad and the merchant who permits his goods to remain in the cars, would help some.

## A GOOD TIME BY THE ODDFELLOWS

Excellent Program Enjoyed by Wasco Lodge Saturday Evening.

The Odd Fellows and their families enjoyed a good social time last Saturday evening. After a short business meeting of the lodge the hall was opened and an excellent program commenced.

The program consisted of music and recitations and was closed by an address upon "Oddfellowship" by J. R. Howell. Everything was well arranged and was a great success, even though many of the brethren "refused to sin."

Upon the conclusion of the program Messrs. Tate and Howell chose sides and there followed an old fashioned spelling match. It could hardly be determined who was the victor but Mr. Atwood says there is no question but he is the best speller.

Following the entertainment the ladies served a lunch. The young people then enjoyed a few games when it was time to go home.

# COUNTRY AROUSED

## Car Shortage Reaches Unprecedented Proportions.

Thousands of Cars Held at Many Points is Said to be the Cause of the Great Losses Sustained by Great Business Interests.

"Car shortage and traffic congestion are more serious now than they ever have been in the history of this country. Already a number of schools in the Northwest have been forced to close because coal shipments could not be had. Business all over the United States is being injured vitally by the existing conditions, and remedy must be had quickly, if chaos in commerce is to be prevented."

The foregoing statement was made in Chicago Sunday by Interstate Commerce Commissioner Franklin Lane, who is on the way to Minneapolis, where a hearing will be given the railroads and shippers.

"When you come to think of the freight car problem, it is one of the biggest in this country," said Mr. Lane. "Do you know the average speed of freight cars is only 23 miles a day? Just think of it! With the big business interests of Chicago and other cities crying out for more cars the 'empties' are leisurely making their way across the country.

"Something is wrong, or this condition would not exist. If the average speed made by a freight car is only 23 miles a day, we might as well have the old wagon trains and oxen back. They made as good time as that, and there were no rates or rebates or wrecks. What is the cause of this state of affairs? Well, that is for us to find out, and we hope to do so in a very short time."

Mr. Lane said the railroads evidently were not alone at fault, as many complaints had been made that the shippers and consignors were responsible for much of the traffic congestion. As an instance he pointed

to the condition in Texas: "It is a fact," he said, "that there are at present 4000 cars in Galveston waiting to be unloaded. They are standing on the tracks, impeding traffic, hurting business and drawing censure to the railroads. The result, however, is more disastrous for Texas than for other parts of the country, as many of the railroads are absolutely refusing to let their cars go to that state. And, as for Galveston, that city may go up against a car famine in a few months that will be remembered for years.

"The situation in Galveston is similar in many respects to that in other cities. It is alleged by the railroads—and whether their allegation is correct I am not prepared to say—that many of the big consignors leaves their goods in the cars month in and month out because it is cheaper than paying storage on them.

"The railroads have ruled that when goods have remained in a car a certain length of time the consignor is charged \$1 a day thereafter. As this is much cheaper than storage the loaded cars are left on the sidetrack for months at a time.

"Now, if this is the case, as the railroads allege, part of the traffic congestion and car shortage is caused by the very people who are howling against poor freight service. Of course, this will all be investigated, and if it is really a fact, it will have to be stopped at once.

Mr. Lane said a number of commercial organizations had suggested and advocated a reciprocal demurrage law that would compel the railroads, in the event of unusual delay, to make good the damage.

Mr. G. N. Crosfield is now agent for the Dutchman Gang Plows, Monitor Hoe Monitor and Double Disc Drills, Bain Wagons, Henney Baggies 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 GREAT INCREASE

## Wheat Export is Fully Fifty Per Cent. Higher.

The Export of This Cereal from Portland is Now Estimated to Be Larger Than Ever Before in the History of that Port.

A special to the Oregonian from Washington says that Portland's wheat export trade continues to thrive, as testified by government statistics. During the 11 months ending November last Portland exported 3,337,922 bushels of wheat, as against 2,330,333 bushels in the corresponding months of 1905. Puget Sound is making tremendous strides in the wheat trade, having exported 7,080,782 bushels in the last eleven months, as compared with 2,497,756 bushels in 1905.

Exports of flour from Portland this year are below those of last, the total shipments to November 30 being 569,484 barrels, as against 815,081 barrels in the 11 months of 1905.

Strikes accomplish little in the long run. The loss of time, the worry and the consequent ill feeling engendered between the employee and the employer, will, in the end, rebound to the injury of the workingman. It would seem, however, that public sentiment is in favor of the employees in the Portland trouble. The necks of the management of the street car company appears a little too stiff for arbitration and whatever happens they will come in for their full share of public condemnation. Arrogance generally precedes the dull, dark brown taud.

### Notice

Strayed or stolen from my ranch near the free bridge, one brown horse weighing 1250 lbs. branded with gable end of horse on left shoulder.  
One black mare weighing 1150 lbs. no brand.  
One black horse weighing 950 lbs. no brand.  
The above horses have had their fore top reached about 3 months ago.  
Twenty dollars reward for information or return of said stock.  
D. W. Morehouse

# 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 Hammer." Yours truly, (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 in 27 days without a single accident or delay, saving me my customary \$1000 threshing bill. Yours truly, J. R. KASEBERG.

Wasco O. e., 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. 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.