

OREGON NEWS OF INTEREST

FEED FROM EASTERN OREGON.

Willamette Valley Farmers Forced to Buy This Fall.

Salem—To relieve a very bare feed market valley dealers are importing Eastern Oregon barley, bran and chop, to be sold to the valley farmers. Owing to the great scarcity of oats, that article is selling at \$30 a ton and higher, with very little to be had in the local market. Dealers are importing to Salem alone about eight cars of feed a week. With this movement so soon after harvest, it is expected that much heavier shipments will be made when winter weather sets in. As a means of further relieving the situation the Southern Pacific has been appealed to for a special reduction in freight rates on feed shipped in for valley livestock.

The principal feed imported is rolled barley, which comes here from Portland, but is grown in Eastern Oregon. This feed costs the farmer \$27 a ton, and as a ton of it is worth more for stock generally than a ton of oats, the barley is being purchased by farmers who must buy feed of some kind. Dealers say that barley at \$27 is \$5 a ton cheaper than oats at \$32, hence the Eastern Oregon feed can be brought in to the advantage of valley farmers. Owners of driving horses must have oats for which they pay \$30 a ton, and dairymen are buying chop at \$20, bran at \$22.50 and shorts at \$23.

As a rule, grain farmers have feed enough for their own needs, but have none to sell. Fruitgrowers, hopgrowers, a few stockmen and some grain farmers are the heavy buyers of feed. They have been accustomed to buy from their neighbors who raise grain, but this year the grain farmers have little, if any, feed to sell. A great many farmers who have a few head of stock will be compelled to buy more or less feed, but they will not constitute the heavy buyers.

Eastern Capital Scarce by Frauds.

Medford—B. H. Harris, who has returned from a trip East in the interests of the proposed railroad to the Big Butte country, states that he can give no definite information as to the present condition of affairs until the engineers' estimates and surveys are complete. The estimates, he reports, are to be rushed to completion at once. He says that there is a marked reluctance on the part of Eastern investors to go any further into Oregon timber on account of the many "land frauds" of which the Oregon newspapers have laid such stress.

Pushing Development Work.

Medford—The company headed by Colonel T. Wain-Morgan Draper, of San Francisco, which purchased the Monumental mine from I. L. Hamilton, H. W. Jackson and C. B. Baker, of Medford, in the Shelly creek district, several months ago, made the last payment of \$25,000 on the property several days ago and are pushing the development of the mine rapidly. They now have 45 men at work blocking out ore, erecting buildings and doing other work for the installing of a 200 ton smelter at the mine.

Little Green Timber Burned.

Oregon City—Supervisor Adolph Aschoff, of the Cascade forest reserve, has removed his headquarters from Hood river to his home near Marmot, Clackamas county, and has established telephone connections via Sandy. Mr. Aschoff reports that while there have been a great number of forest fires during the summer, few proved at all serious, while but little green timber was destroyed. As a rule the fires were confined to tracts of dead timber.

Sugar Output Large.

La Grande—The sugar factory is running day and night with a full complement of men. It will run longer and make many more tons of sugar this year than in any previous year. The season for beet growing has been an ideal one. The yield per acre exceeds any previous year, and next year will see a very large increase in the acreage throughout the entire county.

Woolen Mills Busy.

Pendleton—The Pendleton woolen mills are manufacturing a new line of goods this season—workmen's blouses and smoking jackets. The latter are manufactured from Indian robes of unique patterns. Although the mill has been manufacturing these garments since September 1, only three are on hand, the demand being so great. More garment workers will be employed later.

Lighting Plant for College.

McMinnville College, McMinnville—A new vapor gas plant for lighting the main college building and for use in the laboratories has just been installed and is now in use. The plant cost about \$400, which was subscribed by the people of McMinnville. The system will probably be extended to the gymnasium to light that building for the evening classes in physical culture.

Big Tract of Timber Sold.

Astoria—The sale of another large tract of timber land in Clatsop county has been closed recently, but the price paid is not obtainable. Deeds filed for record show that Horace Irvine, of Minnesota, has sold to the Nehalem Timber company 5,288 acres in the southwest portion of the county. The consideration named in the deeds is \$2,

DISCRETION WITH DIRECTORS.

State School Superintendent Recommends Change in Law.

Salem—In his annual report, now in the hands of the state printer, Superintendent of Public Instruction J. H. Ackerman, recommends to the legislature a change in the language of the school law so as to place upon sections 3,389 the construction which Judge Hamilton gave it in his decision. Subdivision 11 of that section provides that the directors of a school district "may" transfer a pupil from one district to another upon the parents filing a petition, etc., and Superintendent Ackerman has always believed that the word "may" in this section left the matter discretionary with the school board.

A question having arisen, the matter was referred to the attorney general, who held that the parents have a right to have the child transferred and that "may" means "must." Superintendent Ackerman accepted the attorney general's ruling but recommended that the legislature insert after the word "may" the words "at its discretion," so that there could be no doubt as to the construction to be placed upon these words. The decision rendered by Judge Hamilton gives the words the construction desired by Superintendent Ackerman.

Appointed by the Governor.

Salem—Tom Richardson, of Portland; A. B. Wood, of Cottage Grove, and J. W. Bailey, of Portland, have been appointed by Governor Chamberlain as delegates to the Trans-Mississippi Commercial congress, which will meet in St. Louis October 25 to 29 inclusive. Mr. Richardson is manager of the Commercial club, of Portland, and Mr. Bailey is state food and dairy commissioner. Mr. Wood and Mr. Richardson and Mr. A. N. Solis, of Ontario, have been appointed delegates to the National Irrigation convention to be held at El Paso, Tex., November 15 to 18, inclusive.

150 Sacks per Acre.

Echo—Peter Sheridan, who resides at the mouth of Buttercreek, 16 miles west of here, is harvesting 150 acres of potatoes. Mr. Sheridan says the field is yielding 150 sacks to the acre. He has already disposed of several hundred sacks and will probably keep the remainder until spring. A resident of the vicinity says that last season he raised 243 sacks to the acre without irrigation. Mr. Sheridan's field was not irrigated, but is situated on the bottom of the valley through which Butter creek flows.

Heaviest Freight Traffic Known.

La Grande—Freight traffic was never known to be so heavy in Eastern Oregon as at the present time, and it is mostly due to the increase in the shipment of wheat to the East and the resumption of the large lumber mills also adds to the volume. There are many extra trains run out on the La Grande division daily, and there is but a few hours' rest for the trainmen at the terminal stations when they are called out for another trip.

Few Sales of Wheat Made.

Pendleton—Although the wheat market hovers around the 72 cent mark for club, no recent sales of consequence have been reported. Some grain is still being hauled into town mostly barley and wheat for the feed and chop mills. The mills are constantly receiving wheat, but the most of the crop is under shelter. Some of the warehouses along the railroad are so full that wheat is piled on the platforms.

Few Indians in Pendleton.

Pendleton—Seldom in Pendleton are so few Indians seen on the streets. Nearly all of the residents of the reservation are in the Grand Ronde valley harvesting the beet crop, in the Yakima valley picking hops, or in the mountains hunting or fishing. Until severe weather comes the hunters and fishermen will remain in their mountain camps.

Taking of Chinook Eggs Finished.

Astoria—A letter received at the fish warden's office states that the taking of spring chinook eggs at the Umpqua hatchery has been completed and 2,500,000 eggs secured. The superintendent expects to secure a large number of silverside eggs later in the season. Advice received from the various points along the coast indicate that the run of fish thus far is very light.

Timber Sells at \$25 an Acre.

Astoria—A deed has been filed for record whereby the heirs of the late Francis Hood, of Saginaw, Mich., sell to William M. Bray, of Portland, 1,760.3 acres of timber land located short distances south of Westport and Knappa, in the eastern portion of this county. The consideration named is \$44,000, or \$25 per acre.

Northwest Wheat Markets.

Portland—Walla Walla, 81@82c; bluestem, 85c; valley, 85c.
Tacoma—Bluestem, 86c; club, 82c.
Colfax—Club, 70c; bluestem, 75c.

CRASH IN DEEP CUT.

Bad Freight Wreck on Northern Pacific in Montana.

Missoula, Mont., Oct. 12.—One of the worst freight wrecks which has occurred on the Rocky Mountain division of the Northern Pacific in many years, from the standpoint of delayed traffic, took place at an early hour this morning, about five miles east of Garrison, Mont. Freight cars loaded with export shipments for the Orient, were piled 50 feet high, and the wreckage of two trains is scattered along the track for a considerable distance.

Traffic was brought to a complete standstill, and no trains were able to pass the scene of the wreck for 18 hours. One of the train crew, Fireman Bowman, of an extra east bound freight, was instantly killed, and two other trainmen were hurt, though not seriously.

The accident was due to a mistake in constraining the orders on the part of the engineer of the eastbound freight. He had orders to meet three sections of No. 53 freight, west bound, on the siding at Big Bend. The third section had passed the extra ahead of the original second section. As the number of the engine of this second section corresponded to the engine supposed to be pulling the third section, as given in the orders, the extra's engineer pulled out.

The extra met the original second section in a deep cut, while both trains were running at a high rate of speed. The impact was terrific, throwing the debris mountain high, both engines completely telescoping. It was impossible to build a track around the wreck by reason of the deep cut.

PATENT DRUGS COUNTERFEITED.

Factory in New York Is Discovered by Detectives.

New York, Oct. 12.—The New York police are convinced that they have broken up a gigantic drug swindle by the arrest of several men in this city. The arrests were made on information that well known proprietary medicines were being counterfeited and sold as genuine, and the authorities assert that the investigation is not complete.

Drugs seized at the apartment of Howard E. Wooten today, it is said, are valued at \$10,000. Wooten is one of the men under arrest. The others are S. B. Minden, Manville Thomas, Charles S. Horn, Charles F. Risley and Walter S. Rockey. It is asserted by local detectives that alps were found in the places raided giving the names of 5,000 druggists throughout the country to whom dangerous mixtures made in New York were sold.

It is said that the most important finds in the raids was the circulars sent out to druggists and containing the code by which they could order the preparations. It is alleged by the police that preparations made by the best known chemical firms in Europe were counterfeited. In circulars discovered was the statement:

"All these goods are genuine, in original packages and unopened." The price list showed that the drugs in the list were being sold at from 15 to 50 per cent below the usual selling price.

CHOKED IN TUNNEL.

Six Men Lose Lives Under St. Clair, Michigan River.

Port Huron, Mich., Oct. 12.—Six employees of the Grand Trunk railway were suffocated to death by coal gas today in the St. Clair tunnel, which runs under the St. Clair river, from Port Huron to Sarnia, Ont. A coal train broke in two while passing through the tunnel, and three of the train crew were suffocated while part of the train lay stalled in the tunnel. The engineer pulled out with his engine, but returned and lost his life in an endeavor to push the stalled cars back to safety. Superintendent A. S. Begg and another man perished in attempts to go to the rescue of the others.

Chinese Buy Provisions.

Shanghai, Oct. 12.—Chinese government officials are reported to be purchasing here foreign provisions which are to be shipped to Fien Tein. The purpose for which the provisions are being purchased is unknown. Well informed Chinese express the opinion that they are intended for the Russian army. A telegram from Kweilin, in the province of Kwangsi, in Southern China, says that the Chinese troops have defeated a large body of rebels at Loehensien, after a fight lasting three days.

Watching for Supply Ships.

Chefoo, Oct. 12.—The increased activity of the Japanese fleet blockading Port Arthur in the stopping of merchantmen is due to a lookout which is being kept for three British ships which, it is suspected, intend to attempt to enter Port Arthur with tinned meats and vegetables. The British ship Victoria was stopped near Wei Hai Wei this evening, and the above explanation was made to her by the Japanese boarding officer.

Heavy Fire Loss at Columbia.

Columbus, O., Oct. 12.—Fire today in the five story building in North High street, occupied by the Columbus Dry Goods company, caused an aggregate loss estimated at \$200,000.

DEATH LIST BIG

Twenty-Eight Killed in Missouri Train Collision.

SIXTY OTHERS ARE INJURED

Sleeping Passengers Hurt in Every Direction—Scene of Wreck on Down Grade.

Washington, Oct. 12.—Twenty-nine persons were killed and 60 injured by a collision of Missouri Pacific trains, three miles west of Warrensburg, at 4 o'clock this morning. The trains were the second section of passenger train No. 30, which left Wichita, Kan., for St. Louis last night and an extra freight train. Twenty-seven of the dead are in undertaking rooms in this city and the seriously wounded are in the railroad hospital in Sedalia.

The passenger train, consisting of two day coaches, a Pullman car and a caboose, was loaded with world's fair excursionists, from Southeast Kansas and Southwest Missouri. The regular passenger train, No. 30, had been cut in two at Pleasant Hill on account of the heavy load and an engine attached to the front car without a baggage car as a buffer.

The extra freight had sidetracked at Montserrat for the first section of No. 30, which carried signals that a coal section was following. This was followed by passenger train No. 50, which the freight crew took for the second section of No. 30. The freight pulled out of the sidetrack, and three miles west met the second section. The impact telescoped the tender of the passenger engine into the front car, which was loaded with passengers, and it was here that the sacrifice of life took place.

The passenger conductor, E. L. Barnes, ran all the way to Warrensburg and broke the news of the wreck. Every physician in the town responded, and hundreds of citizens hastened to the wreck and assisted the wounded from beneath the timbers of the broken cars. Twenty people were killed outright and seven died before 8 o'clock. The dead were placed upon flatcars and brought to this city, and Dr. Bills, the coroner, immediately impaneled a jury and started an inquiry which is still in session. The afternoon was taken up in identifying the dead.

WORK ON TREATY.

New Chinese Exclusion Act is Now Being Considered.

Washington, Oct. 12.—Secretary Hay and Sir Cheng Tung Liang Cheng have at last begun to lay the foundation for a new Chinese exclusion treaty and it is expected the convention will be ready for submission to the senate at the approaching session. The treaty will, it is understood, replace all existing laws on the subject. It is the intention to continue in full force in the treaty the principle of the exclusion of Chinese coolies and the Chinese government itself is perfectly willing that this should be done. But the treaty will contain provisions regarded as much needed and earnestly sought by the Chinese government for many years, looking to a more considerate, liberal and kindly treatment of the higher class of Chinese seeking to enter our ports.

WILL DO OR DIE.

Kuropatkin Has About Faced and Will Assume Offensive.

St. Petersburg, Oct. 12.—A battle upon which the fate of this year's campaign in Manchuria depends seems only a few days ahead. Advice from the front are meager. All that is positively known officially is that General Kuropatkin has cast the die at last, about faced his army and is marching resolutely against the enemy as if resolved to do or die. According to unofficial reports, Field Marshal Oyama, at the first sign of General Kuropatkin taking the offensive, began drawing in his line and concentrating upon fortified positions north of Liao Yang. According to the latest reports, which are contained in a dispatch to the Associated Press from Mukden, the Japanese outposts are being driven in all along the line.

Trains Still Delayed.

El Paso, Tex., Oct. 12.—No rain has fallen here since Saturday night, and the railroads are rushing repair work, but have not bettered the washout situation as yet. The Southern Pacific and Rock Island hope to get trains through them, however, but the Santa Fe is making no predictions. Three thousand sacks of mail for Colorado, New Mexico and Arizona are at the Santa Fe depot and three railway postal clerks have been sent here from San Francisco to prepare it for immediate dispatch as soon as trains move.

Will Pass It Up to Emperor.

St. Petersburg, Oct. 12.—The strained relations between the foreign office and the admiralty over the question of contraband has reached an acute stage, according to high authority. Foreign Minister Lamsdorff is said to consider that he has suffered a personal affront under which he cannot rest, and purposes to raise the issue at the weekly audience with the emperor tomorrow and at the same time tender his resignation.

Stoessel Must Have Help.

London, Oct. 12.—The morning Post's Shanghai correspondent says it is stated that Lieutenant General Stoessel has reported that unless he is relieved before December he must surrender.

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Vice-President..... W. R. Day
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Secretary of Interior..... E. A. Hitchcock
Secretary of War..... E. R. Root
Secretary of Navy..... John D. Long
Postmaster-General..... Charles Emory Smith
Attorney-General..... John W. Griggs
Secretary of Agriculture..... James Wilson
Comptroller General Land Office..... Ringer Herman

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Prosecuting Attorney..... T. G. Halley

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Representative..... G. W. Phelps
County Judge..... A. G. Bartholomew
County Commissioners..... F. M. Griffin
C. A. Adams
County Clerk..... Vawter Crawford
County Sheriff..... E. M. Shutt
County Treasurer..... W. W. Briggs
County Assessor..... W. L. Baling
County Surveyor..... J. Keithly
County School Superintendent..... Jay W. Shipley
County Coroner..... Dr. Kistner
Stock Inspector..... S. C. Kirk

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Mayor..... Frank Gilliam
J. J. Roberts
Geo. Noble
E. W. Rhea
Councilmen..... Phil John
Tom Quaid
O. E. Farnsworth
Recorder..... J. P. Williams
Treasurer..... J. W. Briggs
Marshal..... D. C. Gurdane

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Precinct Officers.
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Constable..... G. E. Hart

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