

ROADS WILL NOT FIGHT THE DECREASE IN RATES

New York, Feb. 25.—It is generally believed now that the first excitement of the rate decision has died away—that the railroads won't protest against the interstate commerce commission's decisions. Also, that everything will soon be adjusted.

Improvements to Continue

Just how the report started is not known, but it comes authentic, from headquarters and says that the roads will carry out projected improvements. There will be no fight for higher freight rates either. To meet the current obligations the companies will retrench in various ways as the railroads have signed contracts with most of their employees covering a long term

of years. It is not likely that there will be much wage cutting, it is said.

With these encouraging reports emanating from traffic headquarters, stocks resumed the normal early in the day and labor leaders throughout the country have lost their fear that wages would drop and that men would be laid off.

Conference to Decide Definitely

Chicago, Feb. 25.—Executives and attorneys for the western railroads are expected to meet here next week to decide upon what action they will take regarding the decision of the commission.

Indications are that it will be accepted without a fight.

RURAL ROUTE AT APRIL 3 DAY OF JOSEPH SOON NEXT SESSION

LA GRANDE RENEWS EFFORTS TO GET DESIRED RATES

Baker, La Grande, Pendleton All Join in Distributive Rate Fight.

The establishment of rural route number one out of Joseph, Oregon, has been ordered by the post office department, according to a telegram from Senator Jonathan Bourne, Jr., received this afternoon by Receiver Colon R. Eberhard, who as an attorney of Joseph, prior to his appointment here, had charge of the effort to secure the route. The telegram states that service will be established by the department as soon as practicable during the current fiscal year, which ends June 30, 1911.

It is probable that an examination under the civil service for the position of carrier will be ordered within a comparatively short time.

The route extends eastward from Joseph, runs to the extreme southern part of Prairie Creek, doubles back the full length of the plateau having that name, on the east side, crosses the northern end of the same and then takes in quite a portion of upper Alder slope, ending at Joseph postoffice.

REID TO QUIT

Reported that John Hays Hammond Will Succeed the Ambassador.

London, Feb. 25.—A report is current in government circles that John Hays Hammond, the bosom friend of President Taft will soon be appointed American ambassador to Great Britain to succeed Whitelaw Reid, who is now at his home near San Francisco.

San Francisco, Feb. 25.—Reid's private secretary, over the phone, said Hammond is going to be appointed. Reid would surely know something about it, intimating it was news. Mr. Reid was indisposed and personally unable to answer the phone.

MORRISON ESTATE BILL VETOED BY GOVERNOR WEST

Salem, Feb. 25, (Special) — Governor West last night vetoed Senator Oliver's bill quieting the title to the Morrison estate in Union county throwing the case out of court and forbidding the state to escheat the property as it has been endeavoring to do for the past year or two. Senator Oliver was instrumental in having the bill passed and put up to the gov-

ernor but its doom came at a late hour last evening.

The governor's veto puts the measure back where it was. On the strength of the reputed heir's actions, the special representatives of the state, Cochran & Cochran, will apply for a commission on the grounds that the heirs have practically admitted their claim was erroneous, through their petition for a quiet title.

DRIFTS CLOG THE MAIN LINE AT KAMELA

ROTARY WORKS FOR TWELVE HOURS TO RESTORE CLEAR TRACKS AT SUMMIT.

PASSENGER TRAIN DELAYED

Heavy Snowstorm Accompanied by Wing Clogs Main Line and Slidings at Kamela So That Freight Could Not Leave Main Line to the Summit East Bound Passenger and Mail Train Delayed Farther West Too.

Two freight trains and rotary snow plow—out and in service for the first time this winter—were firmly cemented on the main line tracks at Kamela, the summit of the Blue Mountains last night and this morning and overland traffic was stalled from 11 o'clock last night until 11 o'clock this morning. The first need of the rotary snow plow was an urgent one. The machine was sent out early last evening and though valiant work was done it was impossible to move two freight trains at Kamela. The trains had to pass there, and two had to get on a siding to allow No. 10 the fast mail and 6 the East bound passenger, to go by at that point. Fortunately for the passengers on No. 6, the delay was occasioned at other points too, on account of an engine going dead, and the train was held but an hour or so at Kamela. It reached here at noon.

Slidings Snowed Under. The snow was so deep at Kamela that it was impossible to get the freights in the clear and the main line was clogged for 12 hours. The rotary had the severest kind of a time in getting things righted.

This is the first time this year that the snow has become a menace to traffic and though the road was clear this afternoon a heavy windstorm can easily undo what the rotary corrected during the twelve hours it was out.

Big Immigration

Chicago, Feb. 23 (Special)—The emigration of 200,000 people during 1911 from the United States to the western provinces of Canada, which was predicted by J. S. Dennis, manager of the land, irrigation and timber interests of the Canadian Pacific Railway of western Canada, from reports to him when in Chicago from agents of the company, will exceed the record of any previous year. "Even when compared with the move-

OSCAR W. UNDERWOOD.

Alabama Congressman Who Will Head Ways and Means Committee



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ments of the last two or three years from the United States to western Canada," he said, "the indications are that there will be a very marked movement of people. The prospects that there will be a very marked movement of people. The prospects for crops in the west are very bright, owing to the fact that the late fall enabled the farmers to get a large amount of land ready for spring crops. In southern Alberta the fall conditions and the unusual snow fall during the winter practically assure a good crop of winter wheat."

Mr. Dennis had just returned from Great Britain and Europe where he spent two months arranging for the extension of the organization dealing with immigration from England and the Continent to western Canada. He said that the increased movement of homeseekers from both Great Britain and northern Europe this year will be very large. Over 1,000 applications were received in Great Britain for the 100 farms which were prepared last year to be settled this spring under the Canadian Pacific Railway's policy of providing "ready-made farms." As a result of this demand in Great Britain the company is preparing 300 ready-made farms for settlement next year.

Regarding reciprocity between Canada and the United States Mr. Dennis declined to express any opinion, saying that of course this was more or less of a political question, but he volunteered the statement that the signing of the treaty by Canada and the United States could not fail to have a marked effect upon land values in western Canada, in view of the fact, which is now generally recognized, that the only large area of land available for homeseekers was located in the western provinces of the Dominion.

WEST CUTS \$618,874 FROM APPROPRIATIONS

Salem, Feb. 25.—With the veto of the Rogue River fish bill at midnight Governor West ended the most strenuous campaign of axe wielding ever conducted by an Oregon governor. A total of seventy-two bills were vetoed and a total of \$618,874 was lopped off the legislature's appropriations. Practically every bill raising the salaries of county and state officers was vetoed. Among the bills vetoed are the four good roads' bills which the grangers secured amendments to and which were satisfactory to the grangers and their representatives when they were

passed. Another bill vetoed was one killing the bill to elect a railroad commissioner from Eastern Oregon; another regarding the Morrison estate in Union county.

Forest Commission Bill a Law. Among the bills allowed to stand and which is now a law as it carried

an emergency clause, is the forest commission bill. In reference to the last named bill it can be stated that the natural resources of Eastern Oregon and the Blue Mountains will be vastly benefited by the measure. It provides the chief authority to appoint deputy foresters and police power to act as forest guards and prevent careless and forest horrors. M. B. Palmer, who expressed his delight at the passage of the bill for it will be an opportunity to prevent fires but it will be a great loss to the forest.

fire break out. The cost of maintaining the patrols will still fall on the lumbermen, but the big timber tracts will not be the only beneficiaries by any means. Residents of the mountain districts will be abetted in their fight by the aid of the big lumber concerns.

RATE HEARING AT SALEM MONDAY

Distributive rates for La Grande and commodity rates out of Portland to La Grande will be urged before the state railroad commission at Salem next Monday, and though Attorney Oliver who has had the matter in hand for the city, will not likely appear in person when the joint hearings are made, the city's interests will be cared for nevertheless. Baker, La Grande and Pendleton will seek the same issues.

Practically a Rehearing. The same issues were brought up at Baker some time ago before the commission, what was then the time of the O. K. & N., and the commission has decided that it could not consistently make an order on the O. K. & N., which succeeded the O. K. & N., that had been fought by the predecessor. This desirable rate is greatly needed in this city, agree all the business men and much interest centers in what the commissioners will do with the case. The commodity rate from Portland to La Grande is important, but perhaps more so is the sought-after privilege of distributive rates out of La Grande.

ENGINE DODGES CANYON

Hair-raising escape from what could be nothing less than death for great numbers riding on No. 17, the west bound passenger, this morning, was experienced by a heavy train load of people near Bacon, a new siding, not far from Union station. Engine No. 214, Engineer Gardner suddenly left the rails and stopped the train with terrific suddenness. One set of trucks jumped the rails, and headed toward the bank. On the opposite side of the track was a deep and dangerous canyon into which the engine would have plunged most likely had the strange freak of fortune guided the pilot of the unruly engine in another direction.

Passengers in Panic. The sudden stop and the dangerous and precipitous canyon so near the track drove the people aboard into a temporary panic and many of them were paralyzed with fear.

Fortunately for all concerned, of course, the accident was trivial and after the first spasm of fright had been dispelled by a feeling of ease, the engine was righted as rapidly as possible.

ANNUAL REPORTS FAVORABLE

HOT LAKE SANATORIUM COMPANY HOLDS ANNUAL MEETING

Last Year Best in History of Institution—Other Improvements Due.

Hot Lake, Feb. 25.—(Special)—The annual meeting of the Hot Lake Sanatorium company was held yesterday. The annual reports were made, showing that the year 1910 had been the most satisfactory yet experienced by the institution.

Improvements Under Way. Contemplated improvements were discussed and the work for the ensuing year was outlined in some detail. Senator P. A. MacDonald was elected director for the next year. Other important matters were discussed at some length.

WEST ELECTS A NEW SUPT.

SCHOOL FOR FEEBLE MINDED IN NEW HANDS

Proclamation Issued Today Setting Aside March 1 as Letter Day.

Salem, Feb. 25.—Dr. Frank Smith, of Salem, has been appointed superintendent of the state institution for the feeble minded by Governor West to succeed Harry B. Yekers, formerly of Pendleton, who has resigned.

Colonist Day Proclaimed. Governor West issued a proclamation today setting March 1 as Colonist day. Citizens are requested to write letters east, setting for the advantages of Oregon.

Another Divorce Granted. The string of divorces granted this week was added to this morning when Erla Carlock was given legal separation from G. R. Carlock.

POOR OLD HORSY! WHERE'S YOUR BLANKET?



—Illustration in Chicago Tribune.