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FEDERAL JOBS AWAIT ACTION OF SENATORS AT WASHINGTON, D. C.

UNION COUNTY APPLE GROWERS ARE CONCERNED

EASTERN OREGON TO FIGHT DEMANDS FOR CHEAP COAST RATES

GOSSIP SAYS RALPH WILLIAMS IS BACKING DAY FOR U. S. MARSHALL

ASA THOMPSON ON SLATE FOR CUSTOMS COLLECTOR

Protests Are Filed in Washingington Against Appointment of Day and Thompson and Their Qualifications Are Attacked;

(Observer Washington Bureau.)

WASHINGTON, June 23.—Senator Charles L. McNary said today that no decision has been reached yet in connection with Oregon patronage, the members of the Oregon delegation in congress also expressed the opinion that no final decision has been arrived at on the subject.

Senator R. N. Stanfield has been in Salt Lake in connection with the livestock loan of $50,000,000 arranged by bankers of the country, and will not return for several days. Until his return no patronage conference is possible.

State Is Discussed.

While there has apparently been no definite decision arrived at in regard to patronage gossip emanating from seemingly trustworthy sources at the capitol indicate that a general plan for its distribution and also a tentative slate were discussed between the two senators, and National Committeeman Ralph William just previous to the latter's return to Oregon.

The plan was to the effect that all three should participate in the distribution of the patronage, and in case of a disagreement that the decision of Senator McNary and National Committeeman Williams should be final.

Division of Patronage.

It further contemplated that Senator McNary should have the naming of collector of internal revenue and United States marshal, and that Senator Stanfield should have the selection of collector of customs and prohibition officer.

Wants Brother-in-Law.

Although neither are said to be the choice of Senator Stanfield he is said to be anxious to secure the appointment of Asa B. Thompson, who is his brother-in-law as collector of customs, and in view of this has been giving serious consideration to the slate.

But while the general plan as to the divisions of spoils may be adhered to such a flood of protests are pouring in against both Day and Thompson that the tentative slate may collapse and an entirely new personnel be decided upon.

Protests Against Day.

The protests against Day attack his qualifications for the office and also object to him because of his political associations.

Thompson's land office record is being urged against him, and so is the fact that he is a brother-in-law to Senator Stanfield.

List of Candidates.

Up to date the candidates for the various federal jobs in Oregon are as follows

Collector of Internal Revenue—F. E. Chapman, George U. Piper, C. W. Johnson, W. L. Robb, Dr. J. C. Smith C. B. Mount, Clyde G. Huntley, J. H. Peare.

Deputy Collector of Internal Revenue—Byron R. Shepherd.

U. S. District Attorney—Arthur I. Moulton, Julien A. Hurley, Barge E. Leonard, George Neuner, P. J. Gallagher, H. M. Tomlinson.

Surveyor General—Samuel L. Dolan, David Loring, Frank Toomey, George W. Loring.

U. S. Marshal—John L. Day, Clarence R. Hotchkiss, Asa B. Thomp-

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GREECE MAY ACCEPT OFFER

ATHENA, June 23.—Indications point to the acceptance by Greece in principal of the offer of Great Britain, France and Italy to mediate between the Greeks and the Turkish nationalists in an effort to forestall war in Asia Minor.

U. S. APPROPRIATES LARGE SUM TO FIGHT FOREST FIRES IN THE TIMBER OF STATE OF OREGON

STATE OF WASHINGTON GIVEN $21,000 FOR FIGHTING.

Both Oregon and Washington are Co-Operating With Government in Matching Appropriations.

The federal government has appropriated $25,000 for timber fire protection in Oregon during the fiscal year of 1921-1922, it was announced today by the forestry service. Twenty-one thousand dollars has been appropriated for fire protection in Washington.

Both Oregon and Washington are co-operating with the federal government in the protection of timber, by matching the appropriations made by the forestry service.

Several western states have failed to enter into an agreement with the national government for the protection of timber, but at the forestry service it is said that Idaho will co-operate next year.

The following table shows the estimated area of forest land in the Pacific coast and Inland Empire states requiring protection and the amount of federal funds that will be available to the states with which a co-operative agreement now exists, providing they qualify under the limitations set forth.

A part of the appropriation is held back for use in extending co-operation to states that may later qualify and ask for it:

	Area Needing Protection. (Acres)	Allot.
Washington	100,000,000	$21,000
Oregon	12,000,000	25,000
California	13,000,000	22,750
Idaho	4,500,000	19,050
Montana	4,000,000	13,700

To Attend National Convention

La Grande's realty board is going to be represented at the national convention of realty boards at Chicago early in July. C. J. Black, a member of the Union county Realty Board, and chairman of the arbitration committee, has made arrangements to join the Northwest Realty board representatives when they pass through here July 4th. He will arm himself with all available descriptive literature and go back, very probably, as the sole representative of the Eastern Oregon district, though this is not definitely determined.

The only thing about the trip that Mr. Black regrets is that it will take him away from the Chautauqua, his favorite source of entertainment and amusement.

BARRICADES GONE, MISHAP

PENDLETON GIRL STEPS INTO UNGUARDED POOL.

Miss Genevieve Phelps Ruins Dress in Knee-Deep Pool on Corner of Seventh and O.

Miss Genevieve Phelps of Pendleton had her dress ruined last evening after dark when she stepped into a pool of water several feet deep at the corner of O and Seventh streets. Miss Phelps and Miss Ruth Hart, who are visiting at the Frank Rechlin home at 1308 N avenue, were going home along Seventh street.

At the C. E. Happersett home on the corner of Seventh and O a cement sidewalk has just been put in with the exception of a short piece at the corner. In order that the hydrant at the corner will not enroach on the sidewalk the city street department had moved it, necessitating putting in a piece of new wooden pipe which has not been soaked up yet, causing a pool of water to form.

As Miss Phelps stepped off the sidewalk on the portion that had not been completed yet, she felt that she had stepped into mud and the moonlight made the water appear as though it was sidewalk. She stepped out of the mud thinking she would get on the walk and instead went into the water. Miss Phelps and Miss Hart are both indignant over the affair as they believe that proper precautions were not taken to prevent accidents, no barricades being around the dangerous spot last night.

George Garret, city manager, who made an investigation of the accident this morning said: "When the hydrant was moved by the city's men the contractors had put a barricade around both the unfinished portion of the sidewalk and the pool formed around the hydrant. Further barricading would have been impractical. Mr. Happersett has informed me that he removed the barricade last night. This should not have been done without notifying the city so that a barricade could be put around the hydrant, and in any case it was not the wisest procedure to remove the barricade while there was mud where the sidewalk was to be built without laying planks for pedestrians to cross." Mr. Garrett also pointed out that the danger was increased because of there being no light at this street intersection.

Chief of Police Roy Flexer expressed opinions similar to Mr. Garrett's on the matter and he, as well as Mr. Garrett, stated that he believed the property owner and contractors responsible for accidents in cases such as the one last night.

SUGAR TAKES ANOTHER DROP

PORTLAND, June 23.—A ten cent cut in the price of sugar, wholesale, today brought cane sugar to $6.55, the lowest price since 1916. This is the second drop in sugar this week.

YESTERDAY'S PRESS DISPATCHES HAVE REJUVENATED HOPES

NO ANNOUNCEMENT IS MADE OF PLANS

Definite Information Which Was Given Out From New York Yesterday Stated That Territory West of Colorado Would be Affected by Rates.

Associated Press dispatches published in the Observer yesterday evening have rejuvenated the hopes of Grande Ronde valley apple growers in their troubles over shipping regulations. There is so much paucity about actual details, that it is not known positively that there is relief in sight as a consequence of a meeting to readjust rates in specified territories, held by executives of various trunk lines in New York yesterday. But apple growers particularly hope so. The definite information given out from New York yesterday and to which Union county apple growers pin their faith was to the effect that there is to be adjustment of freight rates on trunk lines in territory west of Colorado and Utah and north of the Ohio and the Potomac rivers. Such decision will naturally embrace the Grande Ronde valley.

Pre-War Privileges Gone.

The prewar regulations governing apple shipments to Missouri river points into which the bulk of local stuff goes, and the regulations governing the same commodity and privileges today, are vastly different and the grower here is in a critical situation as will be seen by comparisons with prewar conditions.

Prior to the war the rate to Missouri river points was 75 cents per hundredweight for apples, but there were many other even more important conditions. In those days there was free heating and free storage in transit, and then there was no disastrous regulations on diversion for cars might be diverted indefinitely at a payment of $2 diversion charge each time.

Conditions Radically Different

Today's conditions are like this: The rate has gone to $1.42. The heating of a car now costs approximately $30 and the diversion matter is entirely changed. The shippers are now governed by a rule that charges $2.50 for the first diversion, $6.50, as local apple growers understand it, for the second, and from the third diversion on to destination the shipment must pay local rates. Naturally this forces the shipper into storage in transit for it is wholly impossible to pay local rates. Of course the stor-

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BLAST WILL CLOSE ROAD OVER MOUNTAINS MONDAY AND TUESDAY NEXT WEEK

SHOCK EXPECTED TO ROCK LA GRANDE.

Auto Traffic Over Mountains To Be Deranged Forty-Eight Hours —No Detours Possible.

The road between here and Pendleton will be closed on Monday and Tuesday of next week because of a blast to be made a short distance above La Grande early Monday morning, which will probably make it impossible to go through for forty-eight hours. It is possible that the road will be opened again sometime during Tuesday, but no guarantee can be given by the engineers and contractors in charge of the work.

Country Club members who have been making daily trips to the club to play golf will be forced to take a two-days' vacation from golf because of the closing of the road. No detour is possible.

The blast will probably be made early in the morning and it is expected that the shock will be so great that the entire city of La Grande will feel it.

Over 2,000 yards of rock and earth will be moved when the powder and dynamite placed in the tunnels and holes that have been drilled during the past month is set off with the electrical blasting machinery.

The amount of powder placed for the blast is over 3,000 pounds and at least 150 pounds of dynamite will be used in addition. When the bluff is torn loose it will entirely cover the present road. A temporary road will immediately be built at the edge towards the river and the steam shovel will be moved to the scene to clear away the rock and dirt. About 500 yards of material to be moved by the blast will be wasted, while the rest will be used on fills at other parts of the road.

TWENTY-FIFTH FOR BABE RUTH

NEW YORK, June 23.—Babe Ruth knocked his twenty-fifth home run today in the game with Boston. One man was on base at the time.

Chautauqua Reservations Being Made

Camp-site reservations at Riverside Park have already begun and, in order that there may be no delay in granting of reservations, the old-time custom of allowing former campers to go back to their favorite sites will be followed out. As several new campers are asking for sites, Caretaker Thomas and Mr. C. J. Black are extremely anxious that reservations may be made as soon as possible—immediately, in fact. After an elapse of a day or two from now on, it will not be possible to guarantee former sites to anyone, and first come will be served first.

MAN HURT IN ACCIDENT DIES

WALTER W. HARRALL PASSED AWAY YESTERDAY.

Internal Injuries Believed to Have Been Cause of Death—Leg Was Broken in Three Places.

Walter W. Harrall, who was seriously injured in a runaway Monday passed away as the result of his injuries yesterday afternoon. Three fractures of one of his legs and a bad gash on his leg were the only external injuries but he suffered from a serious hemorrage shortly after the accident and it is believed that death was caused as the result of internal injuries.

Harrall has lived here about a year. At the time of the accident he was opening a gate and attempted to stop his team when it became scared and started to run away. He was caught between the hayrack on the wagon and a telephone post and thrown on the tongue of the wagon. His injuries were caused by his being caught between the pole and the wagon.

The funeral will be held at two o'clock Sunday afternoon. It has not been definitely decided whether the services will be held at the Bohnenkamp chapel or at the Odd Fellows' hall.

MAN WHO BUILT FIRST CABIN IN BAKER COUNTY, DIES

BAKER, June 23.—Joseph P. Kinnison, one of the first settlers in Powder river valley and who built the first log cabin in Baker county on the site of the John Steiger farm in Wingville, died at his home in Long Beach, Cal., after an illness of several months of paralysis. He was 83 years of age, and a native of Michigan.

He went to California and came to Oregon, arriving in Baker county, July 13, 1862. Besides his wife, he is survived by three sons, John of California; N. B. of North Powder, and Joseph of Tonopah, Nevada; and two daughter, Mrs. Mable Norris and Myrtle Kinnison, of California.

PORTLAND MARKETS

PORTLAND, June 23.—The price of livestock, eggs and butter were all steady today, and unchanged.

Weather

Oregon—tonight and Friday, fair in the west, and unsettled in the eastern portion.

J. A. FORD, OF SPOKANE, EXPLAINS SERIOUS SITUATION.

INTERMOUNTAIN STATES WOULD FACE RUINATION

Several Counties Represented at Meeting Last Night—Feeler of Railroads Gets Tremendous Kick from Intermountain Country.

About 100 representatives from various parts of Eastern Oregon attended the Ad Club dinner in the Foley hotel last evening when J. A. Ford, managing secretary of the Spokane Chamber of Commerce and secretary of the Intermediate Rate Association, and Bruce Cox, member of the executive committee of the Intermediate Rate association, explained the seriousness of the rate situation confronting the intermountain country.

H. E. Dixon, chairman of the meeting, in introducing Mr. Ford, called attention to the part played by the speaker in the famous Spokane rate case fight.

In his opening remarks Mr. Ford outlined the fight that was waged against the penalty inflicted on the intermountain country by the railroads for thirty years or more. "We have fought this battle for nearly thirty years and the fight typifies the spirit of Spokane and the whole intermountain country," he declared. "The Spokane rate case should always have been known as the intermountain rate case, for Boise, Reno, Salt Lake City and other cities of the intermountain country were co-operating with us through the many years that we have been fighting to have rates adjusted.

Railroads Beaten.

"The first decision in the case, made over twenty years ago, was in our favor. The railroads appealed this case to the supreme court, then they had the Thomas court created, which was an appeal court from the interstate commerce commission, created to avoid the U. S. supreme court. This was during the Taft administration and the Thomas court proved to be as much in sympathy with the railroads as the interstate commerce commission itself. This resulted in the next session of congress knocking the newly created judicial body out again."

Headway was made gradually during the many years of the controversy. In the year 1916 the water competition was practically nil and an official check on the figures of the Panama canal commission proved this. Because the hue and cry of the railroads had always been that water competition necessitated preferential rates for coast points, the official figures were included in a petition asking that since water competition did not exist preference should no longer be given coast ctiies. This complaint was thrown out by the interstate commerce commission, Ford stated.

Amendment to Act.

Senator Poindexter of Washington then suggested that an amendment be made to the long and short haul section of the interstate commerce commission. This section read that the railroads shall not charge more for a short haul than for a long haul excepting to meet water competition, where relief could be granted and certain violations permitted. The interstate commerce commission's interpreta-

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ENGINEERS ARE AGAIN AT WORK

SAN FRANCISCO, June 23.—The headquarters of the marine engineers' union was notified today that the engineers are returning to work on the shipping board vessels, in conformity with the recent agreement. The strike is held to be still in effect on privately owned vessels.

'TWIXT THE CUP AND THE LIP.