TO PUSH RAILROAD

Large Force on Line to the Upper Clackamas.

PERMANENT CAMP ESTABLISHED

Supplemental Power Station Under Construction at New Town of Borings—Ties Contracted for 30 Miles of New Road.

GRESHAM, Or., Nov. 7.—(Special.)—Winters, Parsons & Bomar arrived here yesterday from Spokane with a complete grading outfit, and will at once begin construction of the roadbed of the Oregon Water Power & Railway Company's line from Gresham to Clackamas Falls, near Springwater. The outfit consists of 70 teams and all necessary tools, including about 40 wheel-scrapers. A portion of the working force came with the contractors and others will be engaged here. The full crew will number about 150 men.

A permanent camp has been established on the Gould place, about two miles southeast of town, near the right of way. It will remain there as long as work can be prosecuted to advantage without moving.

Tracklaying will be commenced on the graded section between here and Lents in a few days. Ties are being delivered along the line from Palmer & Co.'s mill at the new town of Boring. That mill has the contract for 30 miles of ties and is rushing them out as rapidly as possible.

Gresham's new depot building will be located definitely in a few days. An effort will be made by interested citizens to have it built directly south of Cleveland avenue, in which case an elevated roadway will be necessary across Johnson Creek. The distance will be about 600 feet, and the county will be asked to make it a county road and build the roadway.

One of the officials, who was here a few days ago, stated that passenger and freight trains would be running into Gresham on schedule time by December 1. Steam motors will be used at first, until the line can be electrified and regular electric trains put on.

Work on the supplementary powerhouse at Boring is progressing as fast as circumstances will allow and, in connection with the sawmill plant there, is pushing the new town ahead at a great rate. There are now 25 houses in the place and more going up.

RATES ON LIVESTOCK.

Their Relation to Charges on Packing-House Products.

CHICAGO, Nov. 7.—President A. B. Stickney, of the Chicago Great Western Railroad, was the first witness at the second day's session of the Interstate Commerce Commission today. He had prepared a number of figures to show that the rates imposed by that road were not unreasonable. Mr. Stickney's testimony was to the effect that, while there was an apparently large discrepancy between the rates on livestock and the finished product, yet the conditions of transportation made the two rates almost equal.

W. B. Bissel, freight traffic manager of the Santa Fe road, who was the next witness, took issue with President Stickney in regard to the rates on livestock. He stated that the rates established by his company on packing-house products were the same as those of the Great Western, while livestock is only 12 cents, compared with 25½ cents charged by the Great Western line.

A. C. Bird, third vice-president of the Chicago, Milwaukee & St. Paul road, who testified yesterday, went on the stand again today. Mr. Bird declared that rates are governed largely by market conditions. In reply to a question he asserted that the rates enforced by his road on cattle and packing-house products do not injure the public generally, and that they bring the greatest good to the greatest number.

General Freight Agent E. B. Boyd, of the Chicago, Rock Island & Pacific; Vice-President Miller, of the Burlington, and General Freight Agent Johnson, of the Wisconsin Central, were on the stand for a short time, but their testimony did not differ materially from that of the previous witnesses. Secretary Thompson, of the Chicago Livestock Exchange, went on the stand shortly before the time for adjournment and submitted several statements comparing rates enforced by various roads. He will give additional testimony tomorrow.

EXTENSION OF VANCOUVER ROAD.

Rails All Down—Northern Pacific Ownership—Astoria Railroad.

All the rails are down on the 16-mile extension of the Portland, Vancouver & Yakima Railroad, and the work of ballasting the track is in progress. This cannot proceed very satisfactorily in wet weather, however, the gravel available being more or less mixed with mud. But it is expected that everything will be ready for regular trains before the end of the year.

Two trains a day now run over the line carrying chiefly sawlogs and cordwood. Considerable general traffic is handled, though on so short a line—16 miles—most of the business is within teaming distance of Vancouver. The new stretch of track will have a larger volume of business because it is beyond the zone of convenient teaming.

There is little doubt now that the Northern Pacific Railroad is in control of the Portland, Vancouver & Yakima, and that that line will in due season be formally absorbed by the big corporation, as the Washington & Oregon has been. It is the declared policy of both the Hill and Harriman combinations to gather in all the lines of the territory in which they operate, all the independent feeders. It is even said that the Astoria Railroad will soon be merged in the Harriman system, and it is also said that the terms of its acceptance are not entirely agreeable to Mr. Harriman. This was one of the matters inherited from the Huntington regime.

PUSHING TOWARD BOHEMIA.

Tracklaying Begun on Another Five-Mile Section.

COTTAGE GROVE, Or., Nov. 7.—(Special.)—Tracklaying on the Oregon & Southeastern Railroad was resumed today. The graders have five miles more of the grading almost completed, and it will be but a short time till this portion will be operated. A station is to be established at Star postoffice, 13 miles from here. It will take about one week to lay the track to this point, and the next station will be at Wildwood, 16 miles farther on. When this latter point shall be reached it will afford much better facilities for traffic to and from the mines. It is stated that the company will soon adopt a regular time schedule for its trains, making connection with the Bohemia stage at the end of the track.

DAMAGES ON A PASS.

Question to Be Decided by the Supreme Court.

OREGONIAN NEWS BUREAU, Washington, Nov. 7.—The Supreme Court is to take up and decide a case in which the Northern Pacific Railway Company is being sued for damages for the death of a passenger, riding on a pass. The case is that of Louise H. and Frank H. Adams, widow and son of J. H. Adams, a railroad attorney of Spokane.

On November 13, 1898, Adams was thrown from a Northern Pacific train, about six miles west of Hope, Idaho. The train, while advertised as full vestibuled, contained one car not provided with the vestibule attachment, and it was from the platform of this car that the deceased was thrown when passing through the train.

The railroad company claims exemption from damages, in view of the signed contract of the regulation type, on the reverse side of the pass. It also alleges that its train was as fully vestibuled as any running in that section.

The trial court held that while the contract on the pass might exempt the company from damages claimed by the person holding it, it did not exempt the company from damages claimed by the wife and son of the deceased. This decision was upheld by the Circuit Court of Appeals for the Ninth Circuit.

COVERED WITH VOLCANIC ASHES.

Steamer's Peculiar Experience in Southern Mexico.

SAN DIEGO, Cal., Nov. 7.—The steamer Luxor, Captain Timmerman, had an experience with volcanic ashes while at San Benito, in the southern part of Mexico. The steamer had been in there discharging, and was waiting for papers to come from the Mexican officials, some miles inland, before sailing. About 10 o'clock in the morning a black cloud appeared in the heavens, growing larger and larger, until the whole sky was overspread, and at 2 o'clock in the afternoon it became dark as night, and fine ashes commenced falling.

The passengers became badly frightened, the anchor was weighed and the steamer started at full speed for Salina Cruz, 190 miles distant. The darkness was intense, and the shower of ashes reached a distance of 300 miles.

Railroaders Voting on Strike.

CHICAGO, Nov. 7.—Balloting is in progress tonight to decide whether the switchmen employed in Chicago by 18 of the principal railroads centering here shall go on strike. A proposition was submitted to the railroads some time ago by the men, asking for a wage increase of 5 cents an hour. The railroad officials tonight adopted a compromise by granting an increase of 2½ cents to helpers and 3 cents to foremen. The switchmen asked for time to consider the proposition. In the meantime a vote of the men is being taken to ascertain whether a majority favor the proposition. More than 8000 men are involved. The result of the vote will not be known until tomorrow.

No 3000-Mile Interchangeable Ticket.

CHICAGO, Nov. 7.—The proposition to increase the 2000-mile interchangeable mileage ticket now in use by the Western Passenger Association roads to 3000 miles has been voted down by the mileage bureau, and the Western Passenger Association at its meeting today struck the subject from the docket.

Railroad Notes.

The Crown Prince of Siam will reach Portland the latter part of this month over one of the Northern lines, traveling in a special train composed of three Pullman palace cars and a baggage car. From Portland he will go south by rail to San Francisco.

Clergymen in this territory who expect to use half-fare permits next year must present their application to Chairman James Charlton, of the Transcontinental Passenger Association, at Chicago, and send $1 with their application. These permits will not be issued locally for the coming year. The same rule was in operation last year, but the Southern Pacific was then the only line reaching the Pacific Northwest that was a member of the Transcontinental Association. This year all the lines of the Northwest are in the deal.

MESSENGER TELLS STORY

Boy Says He Saw Negro Jackson With Bargus.

Otto Prag, who is employed as a messenger by the Hasty Messenger Company, was a new and important witness for the defense in the Gladissee murder trial yesterday. Prag testified that on the night of the murder, June 19, he was engaged in selling flowers. He said that about 11:20 o'clock he met Andrew Jackson, the negro, and Bargus at Second and Everett streets and afterwards saw them together on Burnside street walking towards Second. A little later the witness stated that he went to the Anchor saloon and observed Jackson and Bargus talking to the bartender. About 12 o'clock Prag said he looked through the door of the Sportsman saloon, and saw Jackson and Bargus inside. Prag further stated that the following morning he saw Jackson and George Smith, the negro recently convicted of killing his white wife, talking with each other in a saloon.

Prag stated that he did not know who Jackson was at that time, but at the first trial of Gladissee he was present in the courtroom and identified him. He subsequently went to the county jail, where Jackson was held as a witness, and looked at him, and was sure he was the man he saw with Bargus. Prag got a little mixed-up on cross-examination. He said he saw the remains of Bargus on the slab at the morgue but did not recognize the body as that of the man whom he saw the previous night.

The evidence is all in, and the arguments of counsel will be made this morning. The jury was taken late yesterday afternoon to view the scene of the murder, and other places referred to frequently during the trial.

KENO GAME IS RAIDED.

Five Men Are Arrested at the Portland Club.

A raid was made on the Portland Club last night and five men were arrested for gambling. A complete keno outfit was taken, and $4 90 was found in the kitty. Bail was immediately furnished, presumably by the proprietor of the game, and the prisoners were set free. They will have to answer in court today. Considerable interest will center in the trial, as some consider it to be a test case. The men who were taken are mostly old stand-bys of the gamekeepers, who make their living by gambling, either by boosting for games, keeping door, or, when they can get such a position, dealing some of the games. When asked concerning the trial last night, one of them said: "It is only a test case." No other raids were made last night, and when asked if there were special orders to make the one on the Portland Club, the captain said that there was not. "Whenever we find a place where the men are gambling," said he, "we arrest them at once."

Immediately upon the receipt of the news that a game was going on, Policemen Church and Carpenter started out for the scene of action, and there found it in full progress. James Brown, Ed Beyer, Will Long, A. R. Lamb and Frank Fletcher were placed under arrest, and the devices seized and taken to the station. The offenders were kept at the station only a short time, when a release arrived signed by Judge Hogue, stating that there had been a satisfactory bail given and that they were to be set free.

THROUGH THE COLUMBIA RIVER GORGE.

A delightful trip of a few hours will take you through the famous "Columbia River Gorge," the greatest combination of river and mountain scenery on earth. O. R. & N. train leaves Portland daily at 9 A. M. Return can be made by steamer from Cascade Locks. Special low rates for this trip. Get particulars at O. R. & N. ticket office, Third and Washington.

PORTLAND-CHICAGO.

Seventy hours is the time of the "Chicago-Portland Special" from Portland to Chicago. Leaves Portland every day at 9 A. M. Ticket office Third and Washington. O. R. & N. Co.

FACTS AND FIGURES ABOUT PORTLAND.

Manufacturers' Association Prepares Interesting Statistics on Its Industries and Commerce.

Portland is a big town and getting bigger every minute. An array of facts and figures, prepared by the Manufacturers' Association, confirms this. The information was intended for an inquiring manufacturer in Allegheny, Pa., and is of sufficient interest for Portland citizens. Secretary McIsaac has answered the questions of the Allegheny man, respectively as follows:

Question—How many iron foundries have you in Portland, and what is their annual consumption of coal and coke and their annual output of castings?

Answer—There are 11 foundries located in the City of Portland, and their approximate consumption of coal and coke during the past year was 1650 short tons, and the annual output of castings is about 6150 short tons. This, I think, is a very conservative estimate.

Q.—How many factories of any importance use steam power?

A.—There are about 100 large factories in Portland using steam power. The large mills and factories in Portland and the large office buildings are all using sawdust and slabwood from our sawmills.

Q.—How many railroads center at Portland, and what is the number of incoming and outgoing trains?

A.—About 60 regular trains arrive and leave Portland every day, 30 of which are freight and 30 passenger. These do not include trains in suburban service. Sixteen transcontinental passenger trains arrive and depart daily, including the trains to and from San Francisco, and the Great Northern connection in Spokane. The Northern Pacific Terminal Company, which is the depot company here, in the month of September handled 12,321 freight cars and 6198 passenger cars. During the same month last year they handled 10,992 freight cars and 5256 passenger cars. Activity in trade due to general prosperity accounts for the movement of this large number of railroad cars, and the number would have been materially increased if there had been cars enough to handle the business that offered. Receipts and shipments of merchandise brought most of these cars to Portland, but large numbers also carried grain, lumber, livestock, salmon, fruit and general farm produce. The figures showing the number of cars handled by the Terminal Company do not include the cars employed by the O. R. & N. Co. in bringing grain down the Columbia River to Albina. These cars do not cross the river to the Terminal Company's grounds, and therefore do not get in the report of the Terminal Company. The business of the water lines having headquarters in Portland is increased in proportion to the railroad business. More traffic is offering than all the transportation lines, rail and water, can handle.

No other city on the Pacific Coast can make a showing like this. There must, of course, be business, or the trains would not run. Portland's advantage in this particular comes from the fact that it is the terminal for four transcontinental railroad systems, each of which is eager to do business here.

Q.—How far up the Columbia River do large ocean-going vessels sail in safety?

A.—Portland receives all large ocean-going vessels. Portland is on the Willamette River, 12 miles from its junction with the Columbia, and about 110 miles from the ocean.

Q.—How many steam vessels clear from Portland annually, and what is their aggregate tonnage?

A.—Steam and sail arrivals and departures for the 12 months from November 1, 1901, to November 1, 1902, will approximate 450 vessels, with net registered tonnage 550,000; outward tonnage practically the same.

Q.—Are there any available docks in Portland with a depth of water sufficient for large vessels? Can one be bought? What proceeding is necessary to get, say, 600 to 1000 feet river frontage?

A.—There are in Portland many available docks with a depth of water sufficient to land large vessels, but they are all in use at the present time. To secure a dock from 600 to 1000 feet river frontage, it would be necessary for you to purchase it outright, and the price would depend entirely upon the location.

Q.—What is the approximate price of sawed timber, pine or fir, say 8x20 inches by 100 feet long?

A.—The approximate price of sawed fir, 8x20, 100 feet long, is $70 per thousand feet. This is an unusual length—the average size and lengths that are in greatest demand average about $20 per thousand.

Q.—What price is bituminous coal selling at per ton? What is the price of foundry coke?

A.—A good quality of bituminous coal is selling here at wholesale for $5 per ton on the track. Foundry coke sells for from $8 to $12 per ton. Coal purchased in Washington sells for from $7 50 to $8 per ton f. o. b. cars here, and English coke sells for from $10 50 to $15 per ton, according to the stocks on hand.

JURY FINDS HIM GUILTY

JOHN FOUG CONVICTED OF RUNNING SLOT MACHINE.

Although Device Was Played for Merchandise Only, Prosecution Wins Its First Case.

The nickel-in-the-slot machine situation assumed a new aspect yesterday when for the first time a jury brought in a verdict of "guilty" in the case of a man charged with having violated the statutes regarding the use of such machines. It was shown that the machine in question payed only for drinks and cigars, and was on the same footing as the card machines that are being used in the cigar stores. Attorney Gatens, who appeared for the prosecution, admitted this on the start and turned his efforts toward proving that these machines are in direct violation of the state law. The fact that the jury sustained him in this makes yesterday's case a significant one and may cause trouble for the owners of the card machines.

The defendant was John Foug, who owns a saloon at Front and Salmon, and was placed under arrest some time ago by Sergeant Church. Some difficulty was experienced getting a jury and finally, R. Martin, E. Shelby, E. A. Sale and W. M. Knight were chosen. While they found a verdict of "guilty," they recommended the lowest possible fine.

Many jurors were tried and rejected for some reason or another. A significant case was that of Mr. Fletcher, who owns a cigar store.

"Do you have any prejudice in the matter of the machines?" asked the defense.

"I have a machine of my own," he replied, "and I like to see it running."

"We accept the juror," promptly replied the defense, but Attorney Gatens objected at once.

The statute under which the charge is made condemns any nickel-in-the-slot machine or similar device into which there enters an element of chance, whether it be played for money, checks, credits or things representative of value. The machine in question was of the same type that has been used in Portland for some time and pays cash. It was testified, however, that it is now so fixed that it pays only checks and that the checks have no money value, and can be used only to purchase merchandise at the place where the machine is in use.

The main point of the defense was that the statutes are to be construed broadly and that according to a legal interpretation there was no violation of the law unless the checks were redeemable in money or represented a value in money. The prosecution, however, held that if there was any value whatever in the checks and an element of chance connected with the playing of the machine, it was in direct violation of the statutes and should be deemed an offense. There was little testimony given. One side was willing to admit all that was claimed by the other. The prosecution admitted that the machine was only a merchandise machine, but held that even merchandise machines are illegal. The defense admitted that the machine had been running, and based its case upon the ability of the attorney to make the jury see that merchandise machines were not a violation of the law. A strong plea was made by both sides.

A look of complete contentment came over Attorney Gatens face as he heard the verdict read.

"I told you," said he, "that I would win one of these cases before I was through with it."

The Judge will fix the penalty today.

THREE WIVES SET FREE.

Deserted by Their Husbands, Court Grants Divorces.

Three divorces were granted by Judge Sears yesterday, all on the grounds of desertion.

Annie E. Stearns was divorced from Theodore F. Stearns, to whom she was married in Oakland, Cal., in 1875. Stearns is a teamster. The plaintiff testified that he left here in October, 1901, stating that he would never live with her again. Recently he stipulated his willingness to pay $30 a month for the support of the three children during their minority, and to allow the family the use of the house now occupied by them free of rent for six months.

Rena McIver was granted a divorce from Joseph McIver, and was awarded the custody of their two children, a boy and a girl. The parties were married at Astoria in 1891. Mrs. McIver, with the children, resides near Mount Tabor. She testified that her husband abandoned her in June, 1898. McIver was once a member of the Portland Fire Department.

Margaret Mordaunt was divorced from E. G. Mordaunt, a clerk in the railway mail service, on account of desertion, beginning in June, 1901. Mrs. Mordaunt testified that they were married in Oregon City in June, 1898, and that her husband told her he was sorry he had married a servant. When he left her he went to Tacoma.

ON TRIAL FOR PERJURY.

Homesteader and His Witnesses Accused of Making False Proof.

The cases against Peter and Cornelius Baudan and George Walton Simmons, indicted for perjury, were called up in the United States District Court yesterday morning, and by agreement of the attorneys, the three were consolidated into one case and the trial was begun. United States District Attorney John H. Hall represented the Government, and State Senator F. P. Mays the defendants. A full jury was sworn, and then Judge Bellinger excused the other talesmen for the remainder of the term, as there will be no further jury trials.

The indictments against the Baudans and Simmons were presented by the United States grand jury of last Spring. It is alleged that Simmons took up a homestead claim in Wallowa County, and that in regard to making proofs of residence, improvements and cultivation, etc., the Baudans swore to false entry slips. After the jury had been impaneled Mr. Mays raised the claim that perjury could not be proved, as the indictment did not state that the oath had been administered to either of the witnesses of the entry. Mr. Hall contended that the indictment could not have been drawn in better legal form, and after arguments by both sides Judge Bellinger took the matter under advisement, and will render a decision at 10 o'clock this morning.

Sues Savings and Loan Association.

Caroline Johnson, through her attorney, William Reid, has commenced suit in the State Circuit Court against the Equitable Savings & Loan Association to recover $567 alleged to have been overpaid on a building and loan contract entered into with the Oregon Building & Loan Association in 1892. This company was succeeded by the Equitable Association in March, 1899.

Wife Charges Cruel Treatment.

Margaret Benway yesterday commenced suit against Joseph A. Benway for a divorce because of cruel treatment. She sets forth in her complaint that he has frequently cursed her, called her vile names, and drove her from their home and threatened to kill her. There are three children, two of whom have reached their majority.

Court Notes.

A. H. Maurer was appointed, yesterday, guardian of Emma, Hilda and Wallace Maurer, minors, who have inherited an estate from their father, appraised at $1200.

William McKenzie has filed suit against Joseph Boyd in the State Circuit Court to have him enjoined from trespassing on 35 acres of land described as lot 2, section 11, T. 1, S., R. 2, or cutting timber on the same. It is stated that the defendant claims an interest in the land.

The final account of Morris Marks, administrator of the estate of Fanny Woods deceased, was filed in the County Court yesterday. Mrs. Woods in her will devised real estate to Ralph Jacobs as trustee for her six children. The husband G. Woods, has a courtesy right in the property during his lifetime.

Jennie Chapman was appointed in the County Court yesterday guardian of her husband, Arthur I. Chapman, who is insane. He is an Indian War veteran, and served in the United States Army for many years as an Indian scout. Mrs. Chapman expects that her husband will be granted a pension of $8 per month by the Government.

In the right-of-way suit for the Gresham line of the Oregon Water Power & Railway Company against Alfred J. Stout and wife, and Andrew W. Williamson, the jury returned a verdict yesterday morning in favor of the defendants for $556. The defendants asked for $3900. In another suit in which the Stouts were defendants, the verdict in their favor was for $700. The land taken altogether amounts to about four acres.

A Little Girl's Life Saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy.

Majel, the three-months-old daughter of Mr. and Mrs. John Blue, of Richland, Or., was ill with cholera infantum, so ill, in fact, that the local physician had given her up. Mr. and Mrs. Westley Saunders were at the house at the time when the doctor told them that their little daughter would not recover. Mr. Saunders told his wife that he knew Chamberlain's Colic, Cholera and Diarrhoea Remedy would cure the child, and he at once secured a bottle and with the consent of her parents gave the little sufferer a dose of it. The baby at once went to sleep, and when she awoke the next morning was out of danger. This happened almost three years ago. The child is living and well today, and Mr. and Mrs. Blue feel very grateful toward the manufacturers of this great remedy. It is for sale by all druggists.

VIEWS ON IRRIGATION

OPERATIONS UNDER CAREY ACT IN DESCHUTES VALLEY.

Conditions Under Which Private Capital Was Invested in Present Projects—Need Be No Conflict.

Joseph J. Windle, of the Follett-Windle Company, financial agents at Minneapolis, has written to the Merchants' National Bank, of this city, a letter dealing with the matter of irrigation in the Deschutes Valley. Mr. Windle is interested in the project for reclaiming the Walker Basin, at the headwaters of the Deschutes River. He has been over the ground personally and has been familiar with irrigation operations in other states. As treasurer and general manager of the Oregon Development Company, he writes as follows:

"I have read with considerable interest the various articles which have appeared in The Oregonian during the last two or three weeks concerning the irrigation propositions in the Deschutes Valley, from which it appears that a certain element in Oregon is in favor of either inducing the state to repudiate its contracts with the various companies, endeavor to prevent the execution of the contracts by the Federal Government, or take other similar action, which would in effect be practically a confiscation of our rights and property and result in large financial loss to the various companies. Some one suggests buying up the present companies, but they should not lose sight of the fact that this money has been invested under conditions involving more than ordinary risk and circumstances that were apparently not sufficiently attractive to induce the citizens of Portland or the State of Oregon to invest a single dollar in such enterprises, and now that we have demonstrated the practicability of our various plans, would it be a fair proposition to expect us to accept a mere return of our original investment, without any compensation for the risks we have run? It is only a few months ago that some of the most representative business men of your city were using their influence through personal interviews and correspondence with members of the State Land Board, urging the execution of our contracts, on the ground that our building these canals must be beneficial to the state at large. Would these same men induce strangers or Eastern capitalists to invest money, on the promise of their support and co-operation, in any manufacturing or wholesale enterprise in the City of Portland, and then endeavor to confiscate or in other ways deprive them of their property? Yet the writers in The Oregonian apparently wish the Government to do so.

Carey Act vs. New Law.

"Some of these articles accuse the individuals now interested in contracts under the Carey act of being opposed to the Government undertaking the work of reclaiming the arid lands in the West. It would be interesting to know how many of these gentlemen, who are posing as the champions of unknown settlers who they think may come into the state, and opposing our propositions, were interested in the passage of the National irrigation law, and what work they did to obtain its passage. Now, as far as the Oregon Development Company is concerned, the company is controlled by seven stockholders. Four out of the seven are members of the National Irrigation Association and did everything in their power to assist the association in obtaining the passage of that act, and the interest that Minnesota members have taken in irrigation matters was, I think, fairly well demonstrated by the fact that, while they have not an acre of irrigable land in the state, they sent 15 delegates to the recent convention at Colorado Springs, among whom were four members of Congress and several men having executive control of some of the largest industrial institutions in the West. Does this look as if we were opposed to National irrigation? The more National irrigation, or any other system, is agitated, the better for all interested. The Government is not going to enter into competition with private enterprises, and even if they were we know the Government routine is necessarily so slow that we shall have our canals completed and the land settled up before the Government commences active operations in any part of the field.

"But, putting all questions of honesty or sentiment aside, and looking at this matter from the purely business standpoint of what would be to the best interests of the State of Oregon at large and the Deschutes Valley in particular, we must first of all pay special attention to the requirements of the two acts, viz: the 'Carey act' and the 'National irrigation act,' and note the similarity of the application.

"Land reclaimed under the National irrigation act can be taken up or entered only under the conditions and restrictions of the homestead laws, with the further limitation that the settler must live upon and cultivate the land for five years; he cannot commute and pay up in 14 months. The settler must also pay to the Government the cost of reclamation, in annual installments, not exceeding ten. (See Sections 3 and 4 of said act.)

"Now, under the provisions of the Carey act, the state is authorized to create a lien to cover the actual cost and necessary expenses of reclamation. The land can be disposed of only to actual settlers, and not more than 160 acres to any one individual. The lands cannot be leased, nor can they be obtained in large tracts. The companies can never get title to the lands and can only reimburse themselves for the cost of construction and reclamation by disposing of this land to ACTUAL SETTLERS, and it is our purpose to offer the land segregated under our contracts (or at least the liens on said land, as we never acquire title to the land) for from $8 to $12 per acre, payable $1 down and the balance in ten annual installments, the settlers getting shares of stock with their land, so eventually they will control the works. We have to actually place these settlers on the land under conditions assuring their prosperity, because, if the settler is unfortunate or cannot make a living, it must inevitably result in loss to the company.

Private Enterprise Quickest.

"I do not think that a man of any business experience will dispute the statement that without exception private enterprise invariably prosecutes a work of this character with far greater rapidity and with much greater economy than is ever done by the Federal Government, and therefore it is not necessary to call their attention to many examples that can be cited, where the Government and the individual have been working side by side on similar propositions and the individual has obtained better results than the Government in one-half the time and at less than half the expense.

"It is therefore only reasonable to assume that the companies operating under the Carey act will put this irrigated land on the market far sooner than can be done by the Government, and sell same to the settler for less money and on more advantageous terms. Both laws require the settler to pay the cost of reclamation. The new National act limits the settlement to men who have not forfeited their homestead rights, and requires five years' residence and cultivation; the Carey act does not have those restrictions.

"I understand that some parties argue that private individuals will reclaim only a small proportion of the irrigable land tributary to the Deschutes River. This is one of the instances where a little knowledge is a dangerous thing. If these people will only study the Oregon statutes they can easily ascertain that these canal companies must furnish water to all lands that are tributary to their canals, providing there is sufficient water for that purpose. Furthermore, if a corporation or association owns or controls a ditch, it must be presumed that they would be only too pleased to supply water wherever possible to all applicants.

Views of Eminent Irrigationists.

"In reference to the Government's intended operation under the National irrigation law, I have discussed the matter with Senator Hansbrough, who introduced the bill, George H. Maxwell, executive chairman of the National Irrigation Association, Mr. Newell, Chief Hydrographer of the Interior Department, and Mr. Mead, Irrigation Expert of the Agricultural Department, and am advised by all these gentlemen that the Government intends to take up only the larger irrigation propositions, which require large storage reservoirs or long canals where the initial work of constructing same is too expensive to warrant private capital undertaking it. Such propositions do not exist in the Deschutes Valley. There are no expensive reservoirs to construct; in fact the lava formation around the lakes at the headwaters of the Deschutes makes any reservoir system impracticable, because (with the exception of Crescent Lake) the water percolates through the loose lava far below the water level of the lakes, thus precluding the possibility of raising the level by any system of dams.

"The statement has been made that the Government should carry the waters of the Deschutes River into the Silver Lake district. I would say to these gentlemen that I made a reconnaissance with that idea in view, and subsequently requested our engineer, Maj. Alfred Sears, Sr., to follow that up by running the levels from the highest available point on the Deschutes to the lowest known point on the Walker Range, and his report shows that there would be a cut of more than 200 feet deep by over 12 miles long to be made before one drop of the Deschutes could be delivered onto the Silver Lake Desert.

"There is plenty of work for the Government in Oregon; there are two or three locations on Crooked River where reservoirs could be built to advantage and large areas of land placed under irrigation; there are similar opportunities down in the Klamath District, and I presume others in Central Oregon, where the initial work is of such magnitude that private enterprise would not undertake it, and this is the sort of proposition which the Government intends to take up.

"At least two (I have no knowledge concerning the others) of the companies operating on the Deschutes River are perfectly able to carry the contemplated work to a successful termination, as can be ascertained by any person who is sufficiently interested to make the necessary inquiries. The whole of our stock is held here in Minneapolis, excepting the small amount necessary to comply with the statutory requirements governing Oregon corporations. Among these stockholders are Henry Doerr, of Minneapolis, of the firm of Winecke & Doerr, and president of the Minneapolis Plow Works, etc.; E. J. Stilwell, president of the Minneapolis Paper Company, and of the firm of Wright, Barrett & Stilwell, of St. Paul; George Salzer, president of the Salzer Lumber Company, and other men of this stamp. Their standing can be ascertained by either Bradstreet's or Dun's Agency or through your bank. The Drake family, of St. Paul, should be sufficiently well known (as the constructors of the first line of what is now the Great Northern Road, and the St. Paul & Sioux City Road, during which time they settled up an area far larger than the Deschutes Valley) to need any introduction or guarantee of their ability to put through such a proposition.

Disadvantages of Homesteading.

"Some of you people may not realize that there are a great many disadvantages to the settler taking up land under the homestead laws. As evidence of this, we have sold thousands of acres of land to actual settlers at from $4 to $7 per acre, where they could obtain the adjoining lands free under the homestead laws, and I think we are perfectly safe in making the statement that lands irrigated under the Carey act in the State of Oregon will be settled up in far less time and with a much more desirable class of citizens, than lands irrigated under the new National act. A settler realizes that a corporation selling him the land must at all times consider his interest. They must do all in their power to develop the country and help him in every way, for if the settler is not prosperous, the company selling the land cannot make any money out of it. For these reasons we argue that the State of Oregon as a whole, where they can induce private capital to do the necessary work, will obtain better results under the operation of the Carey act than ever they will under the new National irrigation act, and without the unavoidable though nevertheless annoying and vexatious delays which we always find in connection with Government work. Remember, the land reclaimed by the Government has to be paid for, it is not given free to settlers.

"Of course, if the Government or the City of Portland wishes to buy us out, we are prepared to sell at a reasonable figure, but we should not be expected to step quietly up and be robbed of $100,000 without making a fight, and no matter what the final result may be, if the suggestions made in some of the Oregonian's articles are followed up, it will surely prevent the Government or anyone else reclaiming the Deschutes district for some time to come."

There has been expressed recently a great variety of opinion upon the subject of irrigation in the Deschutes Valley and The Oregonian has served as the medium for expression of these views. The Oregonian has also spoken for itself in the matter. Many of the expressions to which Mr. Windle takes exception, while appearing in this paper, were nevertheless the private views and suggestions of persons who were credited with their utterance.

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—George Macdonald

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Civic Improvement Association to Make Awards for Flower Culture.

The Lewis and Clark Civic Improvement Association held its regular monthly meeting last night. Arrangements were made for the awarding of prizes to the children who took plants last June for competition. The children have tended their plants patiently throughout the Summer, and the florists who donated the plants expected to make the awards long before this, but as they have found that a week would be consumed in visiting the children who took part in the contest, other means of giving the prizes were necessary. George Otten, C. H. Woodard, T. W. Phillips, H. W. Goddard, J. T. Morgan, G. M. Hyland and Mr. Clark were appointed to wait upon Cal Heilig, the manager of the Marquam, to ask for the use of the theater in awarding the prizes in the plant contest.

Some time ago President Thomas McCusker submitted to the Common Council a proposal for numbering houses by the system of 100 numbers of the block. The matter was turned over to the street committee, and nothing has been heard of it since. The judiciary committee of the association will inquire what disposal has been made of the plan.

T. W. Phillips moved that a committee be appointed to inquire into the ordinance governing the blasting of rocks, stumps, etc., within the city limits. This was referred to the judiciary committee. Complaints have reached the association of promiscuous blasting on the hills back of town, and the offenders may be brought to account.

Complaints have been made that contractors who are improving several streets in Piedmont have done much damage to the excellent gravel pavement of Union avenue in that neighborhood by hauling heavy loads in narrow-tired wagons. Property-owners on Union avenue say that the contractors have done more harm to the avenue than they are doing good to the streets which they are improving. The association was asked to request the Council to force these contractors to use broad tires.

Plans for Poultry and Cat Show.

The Oregon state poultry show will be held at Merrill's cyclery from December 10 to 15. A larger exhibition is promised than that given last year, and in addition to the display of fancy fowls, the first exhibition of high-bred cats on the Pacific Coast will be given at the same time. There are over 100 registered felines in Oregon, and it is expected that nearly all of them will be on exhibition. Cats from neighboring states will also be "among those present," and the management hopes that the first show west of St. Paul will show what this country can do in the way of raising high-bred cats. The services of Judge F. H. Shellabarger, of West Liberty, Iowa, have been secured as judge for the poultry show. The prizes in this will be the same as before. In a full class of 12 birds, the first prize will be $2 50, second, $1 25; third, 75 cents. The prizes for the cats will be the same as for the poultry.

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