

FRUITMEN GET TOGETHER

ASSOCIATION AT SALEM IS PRACTICALLY ASSURED.

It is Proposed to Fix prices on Fruit and Then Stand by Them—Growers Enthusiastic.

SALEM, Nov. 23.—The fruitgrowers of Salem and vicinity today effected a temporary organization at a meeting called to discuss the best method of growing fruit and preparing it for market. H. B. Thielson was elected president and Scott H. Thielson secretary of the association. Both gentlemen are of this city. H. B. Thielson, J. H. Shepard, E. H. Hoyer, L. T. Reynolds and A. McGill were constituted a committee to incorporate the union and open up a book for stock subscriptions. An adjourned meeting will be held in this city Saturday, November 30, when it is believed sufficient stock will have been subscribed for and a permanent organization will be organized. If the organization is effected, the members will pool their fruit, fix a price and then stand by it. This plan has proved successful at Hood River and several other Oregon points. E. Smith, president of the State Board of Horticulture, was present, and gave much good advice, and told of the many benefits that had accrued to the growers of Hood River by reason of the formation of the union. In the early history of the strawberry at Hood River, he said, every man was for himself, and as a result the individual competition impoverished the market and low prices followed.

Mr. Judson, industrial agent of the Southern Pacific Company, and R. E. Miller, general manager and traffic agent of the same company, were present and assured the fruitgrowers that they could expect good freight rates. As a result of the meeting today, many acres will be set out to strawberries at once, and the number of apple trees in Marion County will be greatly increased. The growers were convinced by the speakers present that their fruit will pay the best prices in Oregon. One fact was emphasized, "Get only good varieties," and in this those present concurred, and expressed the intention of pursuing that policy.

Clark Acquitted by Justice.

VANCOUVER, Wash., Nov. 23.—George P. Clark, the expert accountant, who was arrested at Salem, Or., for obtaining money under false pretenses, by procuring the signature of Mrs. C. N. Denny, of Portland, to an order for Clark County scrip, was acquitted today by Justice McCallister. The trial was begun at 10 o'clock this morning, and lasted until 11 o'clock in the evening. The evidence showed that Clark received the order from M. Bloch, of Portland, who secured it from Mrs. Denny. Bloch assigned the order to Clark, who brought it to Vancouver and secured the county scrip. The justice held there was nothing criminal in his action.

ALSO IN WASHINGTON.

River and Harbor Improvements Made North of the Columbia.

WASHINGTON, Nov. 19.—In addition to Pacific Coast harbor improvements described in these dispatches the other day may be mentioned the following:

The Sluiceway.

The Sluiceway River has been improved in the past by the expenditure of \$12,515, on a part of the North Jetty. But little extension was made during the past year. Nothing has been done toward constructing the South Jetty, the project providing for the North Jetty shall be constructed first, at least in part. During the past fiscal year the maximum draft that could ordinarily be carried at mean low tide over the shoalest part of the bar channel was 19 feet, 6 inches, and over the shoalest part of the bar channel was 19 feet, 6 inches, and over the shoalest part of the bar channel was 19 feet, 6 inches.

The balance available, is \$120. The amount asked to complete the project is \$24,000, \$2,000 to be appropriated at the next session.

Yaquina Bay.

The striking feature with regard to Yaquina is the falling off in its commerce, from 40,000 tons in 1900 to 10,000 in 1901. There is now a balance available for this project amounting to \$13,724, which will cover the cost of rock removal at the entrance of the bay. The expenditure to June 30, 1901, was \$1,000, and in completing the two jetties provided for by the original project, as stated above, and in preparing to remove the cluster of rocks as provided for in the present project.

The expenditures during fiscal year ending June 30, 1901, resulted in increasing the depth of water over a portion of the cluster of rocks beyond the sea end of the South Jetty from 6 feet to 12½ feet, at mean lower low tide, which latter is equivalent to about 10 feet at high tide. It is estimated that the remainder of the cluster of rocks may be removed during the present summer with the funds available. The maximum draft that could ordinarily be carried during the fiscal year ending June 30, 1901, at mean low tide over the shoalest part of the bar channel was 14 feet, and over the shoalest part of the cluster of rocks at one side of the channel beyond the sea end of the South Jetty about 6 feet.

Tillamook Bay.

The expenditure of \$90,000 resulted in obtaining the projected channel of 4 feet from Hobsonville up to Tillamook City. The expenditures last year were for completing and maintaining the work in progress at the close of the preceding year, which consisted of widening about and finishing existing dikes. Although a channel of the projected depth has been obtained up to Tillamook City, it will be necessary to strengthen and perhaps extend some of the existing dikes in order to maintain the channel. There is a large quantity of timber of good quality in the vicinity of Tillamook Bay, also some very fertile valley lands. The lumber is marketed almost exclusively in the Francisco, and the agricultural products are marketed in both San Francisco and Portland. There being no railroads in the vicinity, the country is dependent upon the bay and coast for transporting the products to market.

The Seattle Ditch.

The report points out the natural advantages of Lakes Union and Washington as harbors, and says:

Whereas canals are constructed at almost any point along shore. The tidal oscillation in Sound at Seattle is extremely irregular, and it has a range of about 10 feet. The depths along the Sound water front are very great, and there is practically no available anchorage for vessels on the Sound. The great depths and the irregularity of the tides, which are unusually destructive in Puget Sound, render the construction and maintenance of a waterway connecting the Sound with the Puget Sound, and the salt-water front of Seattle, and much inconvenience and expense results from the great and irregular tidal movements.

The two appropriations already made for this work contained the proviso that none of the money should be expended until the entire right of way and a release from all liability to adjacent property owners should have been secured to the United States free of cost. To comply with these restrictions of law, King County, in which the canal is located, obtained the right of way and release from liability and the deed to the United States. The deed to the right of way and the release from liability was accepted by the United States and filed for record on November 19, 1901.

The operations during the past year comprised making contracts for preliminary dredging from Puget Sound to the site of the lower lock site, a distance of about 2000 feet; making contracts and beginning work on excavation between Lake Union and Salmon Bay; clearing all of lower lock and dam; establishing and observing a number of gauges to determine variations of water level in the lake and the principal streams connecting with them; the establishment of a self-regulating slide gate at the lower lock site, and discharge measurements. Borings were made along the line of the canal to the head of Salmon Bay, and the site of the lower lock was explored in detail by borings. Preparation of detailed plans and estimates was in progress.

There is a balance available for this project amounting to \$162,304, and \$300,000 is necessary to complete the project.

Other Washington Improvements.

There has been expended on Everett Harbor \$14,114. To complete the work \$117,000 is needed, and the amount on hand is asked for the next year. Until the improvement is completed no material benefit will be derived from it, as sand bars which rise several feet above mean low water extend across the proposed channel so that no boats of any kind can use the channel at or near that stage.

There is a balance of \$400 on hand for the improvement of the harbor at Everett. The \$117,000 is asked for the next year. Of the \$117,000 necessary to complete the Okeanog improvement, \$12,000 is asked for next year. Of \$20,000 estimated for the Fen Okeanog, \$300 is asked for the coming year.

On Olympia Harbor \$12,000 has already been expended, and \$25,000 more is asked, \$15,000 of it in the next bill.

An appropriation of \$30,000 is asked for continued snagging in the Skagit, Stillacumish, Snohomish and North Fork of the Skagit all tributaries of Puget Sound. This work in the past has absorbed \$108,728.

Snagging in the Chehalis River has heretofore cost nearly \$17,000. For continuance \$30,000 is asked.

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