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Industrial Review of the State

—II—

EVERYTHING DOING IN OREGON IN THE WAY OF PAYROLLS, FACTORIES AND ENTERPRISES EMPLOYING LABOR—MATTERS AFFECTING INDUSTRIES AND INVESTMENTS OF CAPITAL.

SALEM, Oregon, Sept. 8.—The Standard Milk Factory is making 500 pounds of milk sugar a day from whey at Tillamook.

The Portland Railway Light & Power Company passed its one per cent quarterly dividend on account of high taxes absorbing its revenues.

Six vessels cleared from St. Helens last week, and the McCormick line of steamers carried 10,000 passengers in 1913.

The S. P. & S. Railroad Company, (Hill Line), has removed five-ninths of the freight differential existing against Astoria.

Copper Queen Mine, three miles from Leland, has installed a 20-ton cyanide plant to operate by September 15. L. W. Beach, of Grants Pass, is manager.

Moore & Son of Bandon, have purchased the old Toledo Lumber Company.

The Berney Construction Company of Lake View, has secured the contract for the tunnel of 300 feet through solid rock on the Chewaucan River.

Nyssa is to have a poor farm and demonstration station.

C. L. Houston, of Astoria, has the contract for the dock warehouse on the new municipal wharf at \$128,352, size 90 by 1000 feet.

McAlister & Son, Portland contractors, have the construction of the first 28 miles of the Sutherlin railroad, grading to begin at once.

Rails are laid to Wilderville on the Applegate River, first section of the Grants Pass and Crescent City Railroad.

Surveys are being made for a loop highway in the Hood River Valley.

Ontario will try for the county seat of Malheur County and promises a big new court house.

Coos Bay building record so far this year, \$272,500.

Umatilla, Union and Baker Counties will work as a unit to route the Lincoln highway through that part of Oregon.

J. W. Gray, of Jewell, Clatsop County, is developing the ginseung industry.

The S. P. Company will open a dining hall at Roseburg.

Kyle & Son will operate their salmon cannery at Florence.

Geo. X. Wendling shows that the 8-hour law would add \$1.65 per 1000 feet to the cost of lumber and Oregon could not compete in selling.

Careful canvass of public sentiment in Western Oregon towns shows that nearly all laws proposing to interfere with industries are doomed.

The Snake River is to be bridged at Adrian.

Willamette Pacific trains will be operating to Mapleton by October first.

First installment of \$10,000 for the McKenzie Pass road has reached Eugene and \$70,000 will be spent in all.

Laurelhurst, Portland, will erect a \$15,000 clubhouse.

Crook County Lower Tax League has been organized.

R. C. Orr is president of the new Chewaucan Lumber Company at Paisley and a shingle mill will be added.

The Emerson Hardwood Company finds it cannot compete with similar products imported from Japan, and Oregon manufacturers are urged to stand for home industry.

A campaign is being made for the Wisconsin income tax law for Oregon.

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PALMER IS CHOSEN

Iowa Man Commander-in-Chief of G. A. R. Now.

DETROIT, Sept. 7.—David J. Palmer, of Washington, Ia., member of the Eighth and Twenty-fifth lower regiments in the Civil War, was elected Commander-in-Chief of the Grand Army of the Republic at the closing session of the 48th National encampment, Washington, D. C., was unanimously chosen for the encampment place next year.

Other officers elected were: Senior Vice Commander in Chief, J. B. Griswold, Grand Rapids; Junior Vice Commander in Chief, F. W. Komers, Dallas, Tex.; Surgeon General, L. S. Philcher, Brooklyn, N. Y., and Chaplain, Orville J. Nave, of California.

CANAL LUMBER RATES

Thirteen dollars per 1000 for rough thirty-foot lengths or less, with weight based on board measurements in the rough, is the basis of the first lumber rate established for the Panama Canal route between the Pacific and the Atlantic Coast. This was the announcement made yesterday by W. R. Grace & Co., operating the Atlantic and Pacific Steamship line. The formal announcement ends the long period of suspense under which the lumber interests have been laboring. For lengths from thirty to forty feet, \$1 additional will be charged, and for lengths exceeding forty and up to fifty, the rate has been established at \$17. The thirteen-dollar rate on lengths of thirty feet or less represents a cut of \$4 per 1000 feet as compared with the rate which has maintained via the Strait of Magellan.—San Francisco Chronicle.

HOODE IS DESTROYED

Twenty-four quarts of whiskey were recently destroyed at Gardiner, according to word reaching the District Attorney's office here this morning. A fellow by the name of Bill Grados, who lives at Lakeside, reached Gardiner a few days ago with a suitcase which he left in front of a confectionery store. Sheriff Quine chanced to spy the suspicious appearing carrier and hastened to investigate. Upon examination he found the suitcase contained twenty-four quarts of liquor which Grados claimed belonged to a man employed in one of the railroad camps. The liquor was confiscated, and upon order of Justice of the Peace Haskell was destroyed. Inasmuch as there was no evidence to indicate that Grados was peddling the liquor, he was released from custody.—Roseburg Review.

CANAS ROAD REPAIRS

The members of the County Court spent the afternoon at Canas Valley where they inspected the road improvement work in progress there. Several miles of the road is being replanked and regraded, while other portions of the highway are being surfaced and placed in the best of condition. This is only one of the many improvements made by Dexter Rice during his incumbency as County Judge of Douglas County.—Roseburg Review.

SUGAR GOES DOWN.

Sugar is now retailing at \$7.75 at local grocery stores, or about 50 cents a hundred pounds less than the prevailing prices a week ago. Whether sugar will go still lower before the close of the present European war is a problem which is causing much speculation among local merchants.—Roseburg Review.