

OREGON NEWS OF GENERAL INTEREST

Railway Renews Work.

Eugene—A crew of 40 men has resumed operations in the Willamette Pacific gravel pit, near Natron, and trains will begin hauling rock from the Upper Willamette to the Lower Siuslaw. The gravel will be used by the railroad for the concrete piers on the Siuslaw bridge, construction of which is well under way.

In a few days gravel will also be used as ballast for the newly-laid track from Mapleton to the bridge site near Acme. The grade past the rock quarry and the Point Terrace Mill, where construction was delayed by right-of-way difficulties, will soon be completed.

Another crew of 40 or 50 men will be placed at work by the Southern Pacific this week constructing the Willamette River wagon road. Bunk cars were sent up the river over the Oakridge line. The railroad is rebuilding the Willamette wagon road in compliance with the orders of the Circuit court to replace the road which it took for its roadbed on the Natron extension.

Bar Soundings Being Taken.

Astoria—Under the direction of Assistant Engineer Michael, a force of United States engineers has been taking soundings on the bar during the past few days, operating from the steamer George H. Mendell. The work will probably continue the rest of the week.

While definite figures are not yet obtainable, it is understood the soundings show a decided improvement in the channel, considering the short time the dredge Chinook has been working this season. During the week the Chinook dug and carried out to sea 100,000 cubic yards, or, approximately 150,000 tons of sand, in addition to the vast amount of material pumped up to be swept into deep water by the current and tide.

Highway Work to Resume.

Astoria—Arrangements were perfected this week between the State highway engineers and Peterson & Johnson, the contractors who are to resume work at once on the construction of the portion of the Columbia highway lying between this city and the east line of the county at Westport.

Camps are being established and crews of men are assembled to begin actual construction work. It is estimated that the road can be completed so as to be available for summer travel at an expense of \$61,000. To make up this amount Astoria people have advanced \$26,000 and \$35,000 has been appropriated by the state.

Oregon Horses in Demand.

Wallawa—The horse sale held here this week brought many buyers and horses. The prices ranged from \$60 to \$150 a head. There were 450 horses offered and more than half were sold. Nine cars were shipped out the last of the week and more will go later. M. L. Marks, of South Omaha, was the heaviest buyer, shipping four cars.

During the month of May 354 horses were sold, bringing \$37,000. Under the management of A. B. Hall, \$140,000 worth of horses have been sold since January 1 in Wallawa county. Mr. Hall is planning to hold another sale the 29th or 30th of June.

Food for Mexico Is Plea.

Salem—Replying to a letter from C. Q. Devo, acting chairman of the American Red Cross, that many Mexican women and children are facing starvation, and urging Oregon to give whatever aid is possible, Governor Withycombe said he would confer with the head of the society in this state regarding Mexico at once.

"Probably," continued the governor, "the most efficient way will be to appoint a special committee to handle the work."

My advice is that thousands are facing starvation. I am sure there will be many here who will feel able and willing to help."

Loganberry Pool Formed.

Salem—At a meeting here the Oregon Loganberry association decided to form a pool of this year's crop, which, with the pools of the Salem Fruit Union and H. S. Gile & Co., of this city, will comprise more than 80 per cent of the crop. The management of the three pools will operate in conjunction, so that the best prices may be obtained. Dr. C. W. Keene, Silverton, is president of the association, and L. H. Roberts, of this city, is vice president. Seymour Jones and J. J. McDonald are additional directors.

Klamath Irrigation Increasing.

Klamath Falls—More Klamath county acreage is to be brought under irrigation this season by the use of pumping plants. Robert A. Emmitt will irrigate 1200 acres on his ranch on the Keno road south of here. He will use electric power furnished by the Kerns Bros.' plant at Keno. Howard Boggs, who owns a ranch in Langell valley, will water 60 acres with water raised by gasoline engine from a lower lake on his property.

Tillamook Votes \$30,000 Bonds.

Tillamook—At a special election it was decided to bond the city up to \$30,000 for a new city hall. The vote was 311 in favor and 113 against.

\$776,911 Insurance Paid.

Salem—With \$1,282,701.05 received in net premiums by 51 casualty and other accident insurance companies in Oregon, the companies paid in losses \$776,911.60 last year, according to a report of State Insurance Commissioner Wells. The loss on liability insurance was \$463,848.03 and the net premiums were \$655,912.53.

Figures for the last year show that the total net profits of the domestic mutual fire insurance companies amounted to \$44,231.02. The aggregate income was \$421,018.94, while the expenditures were \$376,218.70. The net amount of risks carried by 11 companies December 31, 1914, was \$70,563,958.36. The aggregate amount of cash on hand and other admitted assets is given as \$412,454.75. Unpaid losses totaled \$49,702.89, while all other liabilities were \$31,647.21. The total unearned premiums were \$180,033.52.

Statements filed by life insurance companies show that the three domestic concerns at the close of 1914 had a total of \$13,624,642 insurance in force, distributed among 6353 policies. Domestic companies, according to the report, made substantial gains during the year, issuing a total of \$3,523,164 in new insurance, while \$1,785,063 in insurance was terminated. Claims paid, less reinsurance in admitted companies, totaled \$68,595.23. Premiums collected, less reinsurance in authorized companies, amounted to \$415,862.76.

Project Opening Asked.

Baker—Thirty-six thousand acres that have been tied up by a Carey land project in Pine valley, Baker county, are expected to be thrown open within a few months, if the United States Land department acts upon the request of those in that vicinity.

H. A. Clements, land commissioner, is in Baker awaiting the land inspector from Washington to take him to the tract, which is within a nine-mile radius of Halfway. Upon the report of the inspector will be decided whether the state will be aided in reclaiming the land or whether it shall be thrown open at once for settlement.

The larger part of the tract, 34,000 acres, was filed on six years ago by an Eastern irrigation company, under the Carey act. After expending about \$7000 on the project, the company decided last year that it could not carry the project to completion and the matter was put up to the state officials, who in turn appealed to the United States Reclamation service.

In addition to the 23,000 acres filed on by the Eastern concern, there are 13,000 acres which would be taken up if the larger tract was thrown open. Mr. Clements asserts that many families are waiting for government land.

Coos Bay Channel Dries Up.

Marshfield—The Port of Coos Bay recently expended several thousand dollars in opening the canal between Coos Bay and North Inlet landing and the job was contracted to be done so that three feet of water would be assured at mean low water. From the inlet proper to North Inlet landing is a distance of four miles, and this waterway had been the avenue over which all the railroad material used in the Beale Lake and Tennille region was routed. The Port Commission ordered a straightening of the channel between the bay and the inlet, a mile in distance.

The job had been finished but two weeks and at low water the newly-dug channel is dry for a distance of 500 feet in the middle of the cutoff. There is heavy traffic over the route and the port will order a new amount of dredging to maintain the desired three feet at low water, which would give service at any stage of time.

Malheur Storm Freakish.

Baker—The champion freak storm of Malheur county was reported here Friday. A heavy rainfall and wind did heavy damage throughout the county, but the edge skirted the town of Malheur. With a heavy roar a hailstorm broke there and hailstones as big as bantam eggs raised welts all over the bodies of horses and cattle. The ground was soon covered with hail three inches deep.

In some spots the sun shone through-out the pelting storm. Trees were also badly damaged.

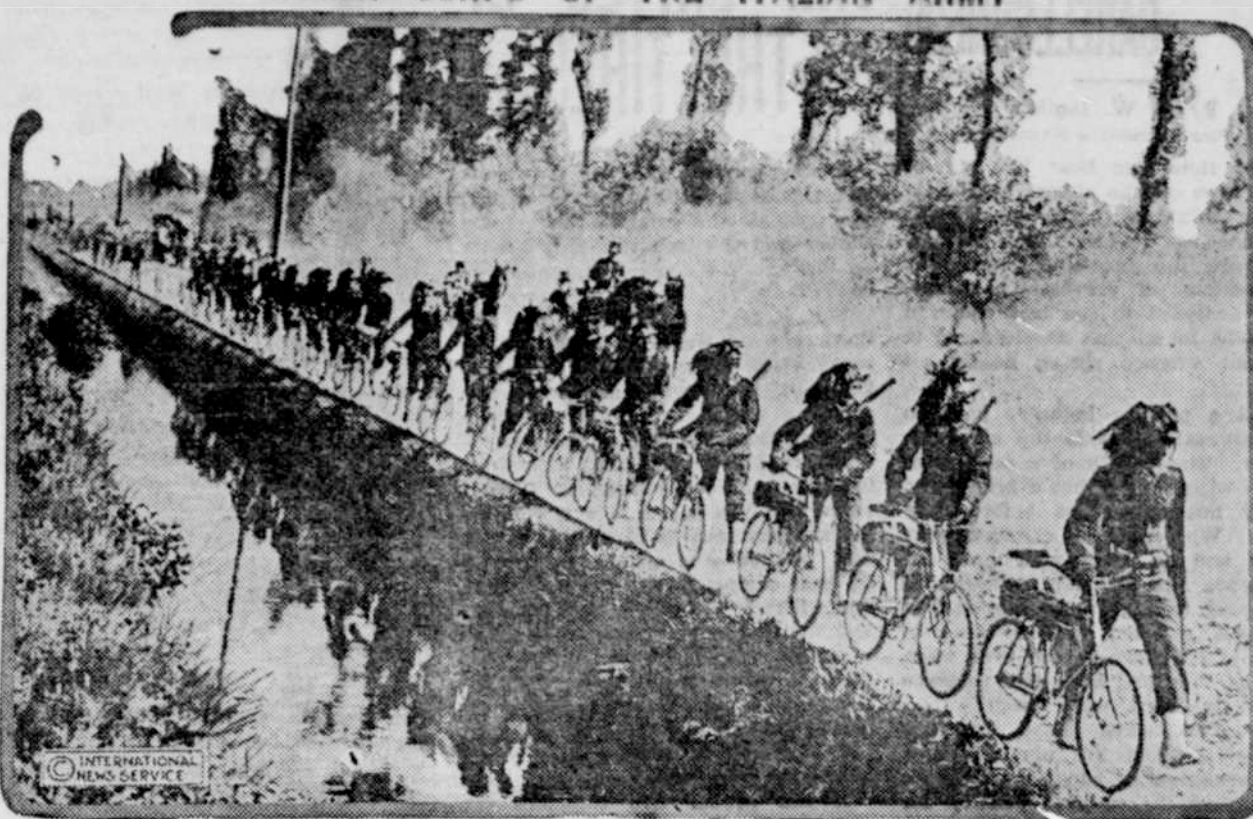
Roseburg to Fix Road.

Roseburg—At a mass meeting of citizens held here action was taken to bring about an improvement of the road through Pass Creek canyon. Reports have reached this city that many automobile parties have been unable to pass through the canyon and were obliged to ship their machines south from Cottage Grove. The County court has promised to co-operate with the citizens and have the road improved at once; it probably will be passable within a week.

Forest Service Trail Work On.

Albany—Work has been begun on the government forest service trail and telephone line from Cascadia, on the South Santiam river, 45 miles south-east of Albany, over the divide to Quartzville. Twenty-three miles of this trail was constructed last summer and the remaining 12 miles will be built this year. The trail and telephone are being constructed at the same time, it having been found more practicable to do the work in that manner.

CYCLE CORPS OF THE ITALIAN ARMY



Bicycle detachment of the Italian army maneuvering near the northern border of the country.

RUINS OF COLON AFTER GREAT FIRE



More than half of the city of Colon, Panama, was destroyed by the recent great conflagration. The photograph gives a view of the ruins from Bolivar street, looking toward Cristobal. The ruins of the market are seen in the background.

GERMAN DESTROYER AT ANTWERP



This photograph of a German destroyer passing through the docks of Antwerp was taken secretly by a resident of that city, despite the German threat of fine and imprisonment for anyone taking photographs. It would seem to indicate that Holland's neutrality has been violated.

HUERTA'S HOME ON LONG ISLAND



This is the residence at Forest Hills, Long Island, which Gen. Victoriano Huerta has leased and in which he has installed his wife and their household of 30 children, grandchildren, tutors and servants.

Safety Matches Running Short.

According to a Melbourne dispatch to the Sydney (Australia) Herald, reproduced in a commercial report, strict economy in the use of safety matches is being advocated by merchants who know how limited the stocks in Australia are at present, and how difficult it is to procure further supplies while the war lasts. Already prices have risen 123 per cent in the wholesale market, and only a most careful use of these matches can prevent an actual shortage. The chief reason for this state of affairs

is said to be the regulation in force in England that compels the factory which supplies nearly all the Australian matches to show no lights at night, it being situated close to the Thames estuary. Consequently, the output is reduced to one-third of the normal quantity.

Select Circle.

"Don't any of your friends come to see you on visiting days?" asked the kindly old lady. "No'm," responded No. 777,444; "they're all here with me."

AMERICAN LABOR BEST

FACT THAT EMPLOYERS ARE QUICK TO RECOGNIZE.

Foreman Makes Assertion That the Fastest Workmen Are Found in New York—Plasterers Mentioned as a Case in Point.

"I can readily understand," said an employer of labor, "that the Glasgow strike was, as it is reported, caused by American workmen speeding up the machines and so turning out more work than their British fellows; also that their superior garments worn while going to and from the shops caused some dissatisfaction to the same people. Without going into the psychology or sociology of the situation every employer in this country recognizes the fact."

"I do not mean, however, that every best workman is a native son. Far from it. Some of the best were born in other countries, but they learned their trades here or arrived from their home lands before they had become settled in their habits of labor. Thrown among fast workers, they develop the same speed of operation and become fine examples of American workmen."

"And of all America the city of New York turns out the best and fastest of the skilled labor. While on my way to Detroit recently I met in the smoking compartment of the Pullman car a German foreman of plasterers and got into conversation with him. He was going to the same city to take charge of a gang of New York plasterers who had been sent there to work on a mansion that was being built by a wealthy man."

"I asked him why his firm sent men from New York to Detroit, paying their traveling expenses, instead of selecting men in that city, and he told me it was because they could do the work much better and much faster. He himself, he said, had been sent to a number of other cities during his experience as a foreman and had never been able to secure from local talent the same efficiency he could from a New Yorker."

"If you want to get the same amount of work from them," he said, "you have to keep driving them all the time. What is an ordinary day's stint for a New York plasterer is at least top speed for the outsider. As a rule when he is forced to keep up such a rapid gait he doesn't do the work well, and sometimes it has to be done all over again. There is no profit in that."

"I asked him how the American workman compared with his fellow from European countries."

"Well," he answered, "I have a good many foreigners under me from one year to another; they are not all born here. Neither was I. Naturally I would favor Germans, all other things being equal but the foreigner, no matter what his nationality, who comes to this country a skilled laborer already can never compare with his brother, let us say, who emigrated in his youth. He cannot catch up. He makes several motions where his brother makes one to accomplish the same thing, and so loses time."

New Shoes Saved British.

Chiropodists in uniform as a necessary and honored part of the British arms is proposed by a London paper, inspired by the marching record of a Lancashire regiment, which boasts of a well-known chiropodist among its ranks. This regiment has made the hardest practice marches without a man dropping out. The reason is the fine shape the regimental feet are in. Detached from the humdrum routine of duty, the soldier-chiropodist spends his day peeling and paring. If every regiment had the same advantage, such things as retreats from Mons might be made without discomfort. Besides, the thing which saved the British on that occasion was the bad state of the German feet, due to new boots. The National Society of Chiropodists, which has a clinic in London for the free treatment of soldiers and sailors, is enthusiastic over the idea of a chiropodist corps, wearing khaki and bearing the corn and razor or some other appropriate insignia on their caps.

Lived Long Under Water.

A resuscitating machine, such as is used by the United States government in mine-rescue work, recently kept a young woman alive under water for one hour and ten minutes.

This remarkable feat was performed during the session of the safety and sanitation exposition in New York. Conducted under the direction of a former surgeon of the United States bureau of mines, the test was performed for the purpose of illustrating the efficiency of mechanical respiration.

The breathing mask, which has a double rubber tube extending to a hand-operated lung apparatus, was strapped over the girl's nose and mouth, and she was then placed in a large glass-front tank.

Though submerged for one hour and ten minutes, she did no breathing of her own accord.

Making Flags of Wool.

Flags used in the American navy have hitherto been made of imported wool. A new process of carding and weaving American cotton is being put to the test on two revenue cutters, and it is believed by the inventors that the cotton flags so made will be superior to the old ones in that they will not fray so quickly.

CAMILLE SAINT-SAENS



Camille Saint-Saens, the famous French composer and the first delegate of the Franco-American commission for the Development of Political, Economic, Literary and Artistic Relations, photographed as he landed in New York. The composer, who is eighty years old, looks forward with uncommon pleasure to revisiting the United States. He will be entertained extensively by the French societies in the many cities he expects to visit during the three months of his stay here.

Why Men Eat More Than Women.

That men eat five or six per cent more than women—not because they are gluttons, but because they actually require that much more nourishment—appears as a result of an investigation made in the nutrition laboratory of the Carnegie Institute at Washington by Francis G. Benedict and L. E. Eames, says the Literary Digest. The reason for the discrepancy seems to be that women have a smaller proportion of active tissues than men of the same weight and more inactive material, such as fat. The investigation disclosed that the average woman generates only 1,355 heat units in the 24 hours, as against 1,638 produced by the man, or about two per cent more for the latter per pound of body weight. When groups were compared, after careful selection of individuals of nearly the same height and weight, the men were found to produce about 12 per cent more heat than women.