

INDUSTRIAL DEVELOPMENT AND PROGRESS OF OUR HOME STATE

SOON START SURVEYING.

Road to Link Baker City and Portland to Tap Rich Region.

The Portland, Baker City & Butte Electric railroad company, which was incorporated about a year ago for the purpose of building an electric railroad from Portland to Baker City through some of the richest sections of the state, will begin survey and engineering work out of Portland in a very short time.

The company is headed by C. N. Atkinson, president of the Union Bank & Trust company, of Portland, who, before coming West from Kansas City, was deeply interested in railroad construction. Mr. Atkinson built more than 200 miles of the Rock Island system in Arkansas, and 111 miles of the Santa Fe in Oklahoma. He is now determined to push the construction of the Portland, Baker City & Butte proposition.

The plans of the company are to build out of Portland through Clackamas county, following the east shore of the river to the headwaters of the Warm Springs river in the Warm Springs Indian reservation, and then the contour of that river to its junction with the Deschutes river, where the tracks will run under the elevated roadbeds of the Oregon Trunk and the Deschutes Railroad company. Thence its course will continue eastward through the rich districts in which are located Dayville, Canyon City, and Prairie City, and finally terminate at Baker City. It will also tap a rich mining district.

General Manager C. D. Charles states that President Atkinson has taken over and now holds under contract of purchase the controlling interest in the company, and that the survey and engineering work will now be pushed with all possible speed. He said that the district to be tapped by the road is one of the richest freight propositions in the Pacific Northwest, as every mile of ground covered is or can easily be made productive. The line will be built primarily for freight, although passenger service will also be maintained.

PORTLAND ROSE FESTIVAL.

All Sections of State Will Be Represented at Grand Fiesta.

Portland—"If the coming Rose Festival is not the greatest success we have ever had, it will not be because of lack of interest on the part of residents of the Willamette valley and Southern Oregon towns," said Ralph W. Hoyt, of the Rose Festival committee.

Mr. Hoyt has just returned with a party of business men who went on the southern trip, and is enthusiastic over the great amount of interest in the Rose Festival he found in the towns he visited.

"Indications are that the attendance this year will be enormous, and far beyond that of former years," said Mr. Hoyt. "Officials of all the towns we visited promised they would see to it that their towns are represented by floats or vehicles in the parades, and at least by large delegations of citizens."

"The commercial bodies of the various towns all promised to make all possible effort to meet Eastern visitors at the Festival and invite them to their towns. Everybody seems to understand that the Festival is as much an advertising feature for the country at large as it is a show. I think the Festival this year will be the means of inducing great numbers of desirable Eastern people to settle in the state."

Crop Prospects Not Dimmed.

Pendleton—Still another week has gone by without in any way dimming the prospect of Umatilla county farmers for a record-breaking grain crop. Warm weather has prevailed during the greater part of the week and one or two good showers have been interspersed to further aid the growing grain. Both fall and spring sown grain is now well up out of the ground and the fields present a beautiful appearance with their verdant clothing. The early spring season has never shown such favorable indications for a bumper crop, and their predictions are having a decided effect upon the business of the city.

New School at Creswell.

Creswell—By a vote of 57 to 9 the Creswell school district authorized the issuance of bonds for \$10,000, the proceeds to be used in erecting a school house. The plan to remodel the old building had a few supporters at first, but they dropped the proposition and avowed erecting a new building.

Drilling for Artesian Water.

Stanfield—The well on Jesse Moore's place has reached a depth of 800 feet. An effort is being made to reach a depth of 1,000 feet, where artesian water is said to be obtainable. Water stands within a few feet of the top of the hole, and drilling progresses slowly.

RAINS SPELL BIG CROPS.

Oregon Farmers See Healthy Harvests Ahead; Stockmen Profit.

Madras—The increased demand for flour at this place has caused the Madras flouring mill to put on a night force, the mill running each night until 10 p. m.

The railroad construction in this vicinity with the large number of new residents in the town and homeseekers locating in this section have caused prices for all kinds of produce to go soaring. Prospects for large crops were never better, and the farmers in this section should reap a rich harvest, because of the rapid increase of population.

A heavy rain, general throughout the greater portion of Central Oregon, fell during three days this week, and it means thousands of dollars to the farmers and stock raisers.

The Dalles—Farmers throughout Wasco county have about finished summer fallowing, and some of them are still sowing spring grain. Owing to the heavy rains the first of the week, which wet the ground thoroughly, a good many farmers have concluded to seed to spring crops a considerable number of acres which they had plowed for summer fallow. They say there is sufficient moisture to make a good spring crop if the summer season is at all favorable.

CHINESE BUYS CLAIMS.

Grants Pass Mining District Looks Good Moy Jin Munn.

Grants Pass—Moy Jin Munn, a wealthy Chinaman of San Francisco, who has been looking over the Southern Oregon mining field for the past two or three weeks, has just closed a deal whereby he becomes owner and manager of the Brantner group of placer mines of Southern Josephine county. The group of claims consists of 100 acres, much of which is very rich diggings. The consideration is \$175,000. Unlike other Chinese who have mined in this section, Moy Jin Munn is not contented with sluice washing and rocking. He will install modern hydraulic equipment on the Brantner mines, and by a system of high line ditches, bring water from the Applegate river for the operation of a battery of two or more giants.

Moy Jin Munn is an experienced placer miner and made his fortune in the diggings of Feather river, Cal.

Cannery at Sutherlin.

Sutherlin—The erection and operation of a canning plant in Sutherlin is now an assured fact. The preliminary work has gone on for the past five months. The plant will be ready for operation by the time vegetables are ripe in early autumn.

PORTLAND MARKETS.

Wheat—Track prices: Bluestem, 88@89c; club, 86c; red Russian, 85c; valley, 87c.

Barley—Feed and brewing, \$22@23 per ton.

Corn—Whole, \$33; cracked, \$34 ton.

Hay—Track prices: Timothy, Willamette valley, \$20@21 per ton; Eastern Oregon, \$22@25; alfalfa, \$16.50@17.50; grain hay, \$17@18.

Oats—No. 1 white, \$27@27.50 ton.

Fresh fruits—Strawberries, Oregon, 12@15c per pound; Los Angeles, \$1@1.25 per crate; apples, \$1.50@3 per box; cherries, \$1.75@2.50 per box.

Vegetables—Asparagus, \$1@1.25 per box; cabbage, 3@ per pound; hot-house lettuce, \$1@1.25 per box; horseradish, 8@10c per pound; green onions, 15c per dozen; radishes, 15@20c; rhubarb, 2@2@c per pound; spinach, 8@10c; rutabagas, \$1.25@1.50 per sack; carrots, 85c@1; beets, \$1.50; parsnips, 75c@1.

Onions—Oregon, \$2 per hundred; Bermuda, \$2@2.25 per crate.

Butter—City creamery, extras, 27c per pound; fancy outside creamery, 25@27c; store, 20c. Butter fat prices average 1@c per pound under regular butter prices.

Eggs—Fresh Oregon ranch, 23@24c per dozen.

Pork—Fancy, 12@c@13 per pound.

Veal—Fancy, 10@c@11c per pound.

Lamb—Fancy, 10@12c per pound.

Poultry—Hens, 20@21c; broilers, 30@35c; ducks, 22@23c; geese, 12@c; turkeys, live, 20@22c; dressed, 25c; squabs, \$3 per dozen.

Cattle—Beef steers, hay fed, good to choice, \$6@6.50; fair to medium, \$5@5.50; cows and heifers, good to choice, \$5@5.50; fair to medium, \$4@5.50; bulls, \$3.50@4.50; stags, \$5@5.50; calves, light, \$6@7; heavy, \$4.50@5.50.

Hogs—Top, \$10.25@10.75; fair to medium, \$9.75@10.

Sheep—Best wethers, \$5.25@6; fair to good, \$4.75@5.25; best ewes, \$4.75@5.25; lambs, choice, \$7@8; fair, \$6.50@7.

Hops—1909 crop, 12@16c per pound; olds, nominal; 1910 contracts, nominal.

Wool—Eastern Oregon, 14@17c per pound; valley, 18@21c; mohair, choice, 31@32c.

HILL WILL DEVELOP STATE.

Has Extensive Plans for Coast, But Cannot Divulge Them

Portland, May 4.—Beyond encouraging intimations concerning future railroad construction in Oregon and admitting the ownership of the United Railways and Oregon Electric systems, James J. Hill yesterday declined to make any statement relative to his plans or acquisitions in this state.

While promising that before he leaves the city he will make a further statement, Mr. Hill insists that more or less reticence is necessary in the carrying out of plans which require the purchase of rights of way and other property.

"If I told all that we intend to do in Oregon, there would be perhaps 50 persons who would try to jump in ahead of us at each point to gain some unjust advantage or profit at our expense," said the railroad magnate.

"Will you say whether an east and west line is to be built across the state?" was asked.

"No; that is a matter that I cannot discuss at this time," he replied.

The solid through train between Portland and St. Paul will be known as "The Oregonian." President Hill, of the Great Northern, said that it was desired to have the name "Oregon" somewhere in the title that will be given to the new limited service, but the shorter form of the word had been



EDWARD PAYSON WESTON

Who arrived in New York Monday after his walk across the continent. He said he could start next day and walk back to the Pacific Coast.

used so much in the designation of trains that something distinctive of the Great Northern service was desired, so "The Oregonian" was selected as the name.

In reply to a direct question James J. Hill admitted that he and his associates now own the Oregon Electric and United Railways, but when a question as to extending the Oregon Electric this year to Albany and McMinnville was asked, Mr. Hill again reserved any statement on the ground that it would not be politic to disclose his plans.

A similar reply was given to a question as to whether a new depot would be constructed this year on the North Bank terminal property.

"The terminal situation is a serious one in all large cities," he continued. "Ready handling of traffic cannot be accomplished without adequate terminals. Look at Chicago. It now requires more time to get a car through the Chicago terminals than it does to haul it from Chicago to the Pacific Coast, once it is out of that city."

"In the state at large," he continued, "the great need is for development of the outside territory. You now have large and growing cities, but they must have a settled country on which to draw. The upbuilding of the state is what is most needed."

Anne Morgan Will Talk.

Denver, May 4.—Miss Anne Morgan, daughter of J. Pierpont Morgan, will address a political mass meeting to be held here tomorrow night, under the auspices of the Women's Public Service league. Women are taking an active part in the municipal campaign now in progress and it will be Miss Morgan's first opportunity to participate in a political movement where women vote. Miss Morgan is accompanied by her mother, and spent the afternoon investigating the methods of Denver's juvenile court.

Cherokee Claims Being Paid.

Washington, May 4.—The Treasury department today began issuing warrants in payment of the so-called Cherokee claims, which amount to about \$3,000,000, and for which an appropriation recently was made by congress. There are 30,850 beneficiaries, each of whom will receive something over \$133. Three-fourths of the beneficiaries reside west of the Mississippi river.

BRIEF REPORT OF THE DAILY WORK OF NATION'S LAWMAKERS

Washington, May 9.—The Republican party no longer dominates congress. While nominally in control of the senate and house of representatives, the Republicans, as a matter of fact, constitute today a hopeless minority, powerless to legislate as they would; powerless to carry out the will of the administration. Both branches of the national legislature are in the hands of a party made up of Democrats and Republican insurgents, and but for the steadfast regularity of President Taft, they would have control of the entire government.

The situation is without a parallel in recent years. What it will lead to not even the boldest politicians predict. Nobody knows. Certain it is, however, that the breach in the Republican party has opened so wide that not even the president, the great pacificator, can now bring the warring factions together.

In the judgment of some of the older Republicans, there is only one solution of the great problem—to relinquish the government for the time being to the Democrats, and fight out factional differences in the Republican ranks until one element or the other is exterminated.

As showing the need for reorganization of the reclamation service, which Secretary Ballinger has announced will be accomplished as the certain result of his remaining in the cabinet, the secretary's criticisms of the service made when on the witness stand are interesting.

Also Mr. Ballinger has made plain the duty of congress to pass the \$30,000,000 bill to enable the government to hasten the completion of projects which have been long delayed. He showed that the passage of this bill would be economy to the government, for it would hasten the completion of the projects, and hasten returns to the reclamation fund.

Washington, May 7.—A subcommittee of the Indian affairs committee met in Chamberlain's office today and voted to report to the full committee Wednesday for Chamberlain's Siletz bill, omitting the requirement to pay \$2.50 an acre, on the theory that if the entrymen were honest there was no reason why they should be assessed that sum. The subcommittee also omitting the clause denying protection to purchasers from original homesteaders.

A general investigation into the cause of the ill health of senators soon will be in order. No less than eight of the members of the highest legislative body in the world are on the sick list, including Senator Daniel of Virginia, McCumber of North Dakota, Tillman of South Carolina, Depew of New York and Penrose of Pennsylvania.

The idea that the trouble is due to too much insurgency is not tenable, as the patients are not among those who find it necessary to take this insurgent business very much to heart.

The epidemic of retirement among senatorial leaders may perhaps be attributed to this cause, however. The United States senate promises to be almost unrecognizable after March 4, 1911. Aldrich will be out certainly, if the Macedonian cry from the regulars does not induce him to change his determination. There seems to be a strong chance that the seats of Senators Hale, of Maine, Burrows, of Michigan, and Depew, of New York, will be occupied by other men, while Lodge, of Massachusetts, Beveridge, of Indiana, Dick, of Ohio, Kean, of New Jersey, La Follette, of Wisconsin, and other leaders, can hardly be said to have a copper fastened cinch on their places.

Washington, May 6.—The house today rejected the Washburn amendment to the railroad bill, providing that section 12, prohibiting acquisition of competing lines, "shall not affect any leases of railroad property made prior to January 1, 1910, for a period of 20 years."

The Adamson amendment to the same section, exempting any railroads entirely within one state, was defeated, 121 to 144. The house then struck out the entire section 12 of the railroad bill, prohibiting the acquisition of the stock of competing lines. The vote was 131 to 128. The motion was made by Adamson, of Georgia, in charge of the Democratic side.

Carrying an aggregate appropriation of \$241,000,000, the postoffice appropriation bill was passed today by the senate, after 40 minutes' consideration. The measure went through without change from the form in which it was reported from committee.

The house rejected the Sulzer amendment to the anti-merger section, striking out the words "common carriers" from the section. The purpose of the amendment, Mr. Sulzer explained, was to make it apply to such holding companies as the Northern Securities company.

The sundry civil appropriation bill, the second largest of all the appropriations bills, and carrying a total of \$111,849,211, was reported to the house today by Representative Tawney, of Minnesota, chairman of the committee on appropriations. The total

represents a cut of \$16,650,000 from the estimates submitted to the committee. Of the grand total, the largest single item is \$37,859,890 for the continuation of the construction of the Panama canal.

Washington, May 5.—Commending the election system of his state, Senator Bourne, of Oregon, in an extended speech in the senate today aroused general debate on the question of representative government which dealt especially with the effect on the Southern states of the system of selecting Federal officials for that section.

Bourne dwelt in terms of admiration on the methods of conducting elections and selecting officeholders in Oregon. He declared that Oregon had "evolved the best form of popular government in the world today," and defended the election of his Democratic colleague, Chamberlain, by a Republican legislature.

Representative Knowland of California, offered an amendment to the railroad bill today, providing that when a railroad in competition with a water route lowered a rate, it should not be permitted to increase the rate until, in a hearing before the Interstate commerce commission, it had shown a reason for the increase aside from the water route.

Democrats, insurgents and some regular Republicans, even members of the committee reporting the measure, supported Mr. Knowland's amendment, which, it was said, would prevent a railroad from eliminating water route competition by a low rate and then increasing the rate as soon as the competition was removed. By 106 to 77 the amendment was adopted.

Washington, May 4.—The house today passed the bill previously passed by the senate providing for the sale of about five sections belonging to the Siletz Indians on the Siletz reservation in Oregon. The bill authorizes the secretary of the interior to sell at public auction lands which were reserved under article four of the Siletz treaty of October 31, 1852.

The senate public lands committee today ordered Senator Jones to make a favorable report on the Hamer bill, which recently passed the house, authorizing the states to exchange their school sections in forest reserves for compact bodies of forest reserve land of like quantity and value.

Senator Heyburn was the only member of the committee to oppose a favorable report, and gave notice that he would continue his objection when the bill is called up for consideration in the senate.

Senator Piles today proposed the following amendments to the omnibus lighthouse bill: Establishing a lighthouse at Eliza Island, Bellingham Bay, \$30,000; lighthouse at Kellets Bluff, \$30,000; light vessel for a station at Partridge Point, \$60,000; aids to navigation of Puget Sound, \$410,000; lighthouse tender for Alaska, \$225,000; increasing appropriation aids to navigation in Alaska from \$30,000 to \$80,000.

Representative Humphreys' bill providing for marking the Oregon trail was favorably reported to the house today, carrying an appropriation of \$25,000 and granting to the Secretary of war authority to receive private contributions to swell the fund for erection of suitable monuments.

Washington, May 3.—In view of the overwhelming vote in the house today in support of the long and short haul clause of the Mann interstate commerce bill, advocates of the Dixon amendment in the senate have taken heart and declare tonight that they will have enough votes to force its adoption.

There are several senators who believe the amendment cannot be adopted in its present rigid form, but will first have to be modified to conform more nearly to the house provision, which gives the Interstate Commerce commission discretionary authority to permit a heavier charge for a short haul than for a long haul.

The situation in the senate has suddenly become so complicated that it is difficult to forecast what the outcome of the vote on the Dixon amendment will be, but opponents of that provision are today less confident of defeating it than they were a week ago.

There appears to be considerable fear that the amendment in a modified form may be agreed to if the Democrats will stand by the insurgents to force its adoption.

Jones' bill authorizing the sale of the Walla Walla military reservation to Whitman college at \$150 an acre was unanimously reported today by the house committee on military affairs, exactly as it passed the senate.

Representative McCredie today introduced a substitute for the Gillette bill, which undertakes to establish a standard package for shingles shipped in interstate commerce. The Gillette bill calls for shingles of four-inch width, whereas shingles manufactured in the Pacific Northwest are of random widths and would be virtually excluded from Eastern markets if the bill should pass.