

INDUSTRIAL DEVELOPMENT AND PROGRESS OF OUR HOME STATE

NEED OF TRANS-STATE LINE

Hill Examines Timber in Central Oregon and is Much Pleased.

Crescent—Louis W. Hill, president of the Great Northern Railway company, spent one night and a portion of one day at Crescent, looking over the town and the surrounding country. Mr. Hill's visit was unheralded and unexpected, but the citizens gave him a cordial welcome and he declared that he had enjoyed his visit immensely. The party passed through the Klamath Indian reservation, where engineers, it was announced, will shortly be surveying the Oregon Trunk line from its present terminus at the reservation, through to Klamath Falls. He carefully went over the line from this point to the reservation, stopping at the camp of Engineer Kyle, five miles above this point. He spent some time examining the big timber tracts, and was pleased over the prospects of tonnage. He also spoke approvingly of Crescent, which will be a freight and passenger division point.

"The Oregon Trunk line is expected to reach Madras by January 1," said Mr. Hill. "Work in the canyon is progressing satisfactorily and I anticipate we will have no difficulty in making Madras on the date set. It will likely be a year before the road reaches Crescent, but early next summer I believe I may safely say that trains will be running through here. I am not in a position to say when the line will be completed to Klamath Falls."

Mr. Hill was not prepared, he said, to say where the east and west road will intersect the main line of the Oregon Trunk through the Deschutes valley. He said that his visit to Burns and the eastern part of the state had caused him to reach a determination to have an east and west line. Several lines, he added, will be surveyed and the one best adapted for the needs of the company will be adopted.

GRANGE TO FIGHT ASSEMBLY.

Ringed Resolutions Passed in Closing Hours of Meeting.

Oregon City—The Oregon State Grange went on record as opposed to the assembly. A ringing resolution was adopted practically unanimously, condemning the effort to remove political power from the people, and supporting the idea of government by the people directly. Without discussion the resolution was passed, it having been considered by the committee and reported for adoption.

Two problems of overwhelming importance were before the grange—good roads and the advancement of government by the people. On the good roads proposition the grange took an advanced position, recommending that the legislature abolish all restrictions against indebtedness as to such improvements, leaving the people as the sole judges of the work to be done and the manner of payment for it.

The grange was opposed to the return of the assembly, and at no time was there in evidence any indication of defeat of the resolution condemning it. The work of the grange occupied a great deal of time and the important resolutions were left until the last day. After making every effort to clear the secretary's desk of accumulated business and laboring until after the time set for adjournment, a number of important resolutions were still on the table. A resolution was passed laying on the table for lack of time the proposed tax amendment, with others, leaving the matters to the action of the people at the polls.

New Eugene Hotel Open.

Eugene—The new Osburn hotel, recently completed at a cost of \$110,000, has been opened to the public, the first meal being a luncheon to 200 business men given by the board of directors of the hotel association. The hotel is modern in every detail, is five stories high, and contains 125 rooms. W. F. Osburn and wife are the managers and lessees.

River High at The Dalles.

The Dalles—The river at this point registers 32.7 feet, which is the highest ever known at this date except in 1894. Many people are predicting a repetition of the high water of that year, saying conditions are similar with those of 1894, when high water occurred in Snake and Columbia rivers at the same time.

Bridge Row River.

Eugene—The county court has made a contract for a steel bridge over the Row river east of Cottage Grove, with the Penn Bridge company, for \$8,600. The company will commence the work at once.

Stamp Mills to Start.

Gold Hill—A new 10-stamp mill at the Grey Eagle mine on Sardine creek is now in operation, and the stamp mill at the Kubli mine will be started Monday.

WAITS ON PUMPING PLANT.

Tests of Oil Wells in Vale District Will Be Made at an Early Date

Drillers in the Eastern Oregon well in the Vale oil fields have ceased operations, as they are convinced that they have a flow of oil in commercial quantities. One great difficulty in this, as in all other wells in the Vale district, is to control the flow of water. The well has been cased, and as soon as the requisite pumping outfit can be installed, it is to be emptied of water, that the drillers may be able to determine the flow of oil.

T. W. Davidson, of Vale, one of the heaviest owners in the Eastern Oregon company, has purchased a pumping plant which will be used in drawing off the water from the well.

"On account of the fine flow of oil in the Eastern Oregon, we have decided to go no deeper for the present," said Mr. Davidson, "but will install a pumping plant and draw off the water. Then we can measure the exact flow of oil in the well. That we have oil in a number of the Vale wells there is no doubt, and every indication points to a commercial flow in several of the deeper wells in that district."

Woodburn-Springfield Line Soon.

Albany—The Woodburn-Springfield branch of the Southern Pacific railway will be completed and in operation by June 1. About four years ago the Santiam river changed its course at Crabtree and washed out the railroad bridge and put the line out of commission. The interstate commerce commission ordered the company to put the line in shape and run a schedule of trains, so a new line was started from Crabtree to Lebanon to supply the missing link, which will be completed within two weeks.

Double Service of Motor Car.

Ashland—The gasoline motor in operation on the Southern Pacific lines between Ashland and Grants Pass has proved very popular with the traveling public, and it has been decided to increase the service. Commencing Sunday, May 22, the motor will make two round trips daily.

Burn Brick at Redmond.

Redmond—Within four months there will be 400,000 brick burned within three and one-half miles of Redmond and placed on the market here, according to the statement of C. J. Bean, of the Advance Construction company, of Portland. Mr. Bean states that machinery will be shipped at once.

Lobsters for Yaquina.

Washington—A carload of lobsters for planting in Yaquina bay will arrive there May 23.

PORTLAND MARKETS.

Wheat—Track prices: Bluestem, 88@90c; club, 84@86c; red Russian, 82c; valley, 87c.

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

Corn—Whole, \$33; cracked, \$34 ton.

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

Oats—No. 1 white, \$26@27 ton.

Fresh Fruits—Strawberries, Oregon, \$1.75@2.25 per crate; apples, \$1.50@3 per box; gooseberries, 6@7c per pound.

Potatoes—Carload buying prices: Oregon, 40@50c per hundred; sweet potatoes, 4c per pound.

Vegetables—Artichokes, 60@70c per dozen; asparagus, \$1@1.25 per box; cabbage, 3½c per pound; celery, \$3.50@4 per crate; hothouse lettuce, 50c@1 per box; green onions, 15c per dozen; radishes, 15@20c; rhubarb, 2@2½c 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; red, \$1.75 per sack.

Butter—City creamery, extras, 28c per pound; fancy outside creamery, 26@27c; store, 20c. Butter fat prices average 1½c per pound under regular butter prices.

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

Pork—Fancy, 12@13c per pound.

Veal—Fancy, 9½@10c per pound.

Lamb—Fancy, 10@12c per pound.

Poultry—Hens, 18@20c; broilers, 27@30c; ducks, 18@23c; geese, 12½c; turkeys, live, 20@22c; dressed, 25c; squabs, \$3 per dozen.

Cattle—Beef steers, hay fed, good to choice, \$6@6.25; fair to medium, \$5@5.50; cows and heifers, good to choice, \$5@5.15; fair to medium, \$4.25@4.75; bulls, \$3.50@4.25; stags, \$4.50@5; calves, light, \$6@7; heavy, \$4.50@5.50.

Hogs—Top, \$10@10.55; fair to medium, \$9.25@9.55.

Sheep—Best wethers, \$9.25@9.55; fair to good, \$4.75@5; best ewes, \$4.75@5; lambs, choice, \$7@8; fair, \$6.50@7.

Hops—1909 crop, 12@15c; olds, nominal; 1910 contracts, nominal.

Wool—Eastern Oregon, 14@17c per pound; valley, 17@20c; mohair, choice \$2@3.3c.

TO PROTECT WORKMEN.

National Manufacturers Association Considers Safety Appliances.

New York, May 18.—The beginning of a new era in the safeguarding of the country's vast industrial army will be witnessed at the 15th annual convention of the National Association of Manufacturers, now in session.

The absolutely vital necessity of preventing accidents in industrial establishments has forcibly been brought home to the 3,000 manufacturers forming the association by the fact that 500,000 persons suffer from accidents each year in the United States. Two hundred and fifty million dollars is the estimated economic loss annually, in this country, due to accidents. At least half the accidents are considered preventable.

A comprehensive report of a committee appointed some time ago by John Kirby, Jr., president of the national association, will be made, and the convention will be addressed by Professor Frederick Remsen Hutten, of the American Museum of Safety; Miles M. Dawson, who has studied accident prevention abroad for the Russell Sage Foundation, and by other eminent speakers.

President Kirby said on the subject: "The question of appliances for preventing accidents to workmen, and accident indemnity, are at present receiving more attention than any other issues which attract public interest in the field of industry. They are live questions of vital importance to members from an economic as well as humanitarian standpoint."

"In preparing its report, the committee has communicated with 25,000 employers in all parts of the United States, as well as 250 national, state and local organizations of employers. Every state legislator of every state in the Union was also written to. Special correspondence was carried on with American and European experts.

"A little more than 10,000 replies to the various communications have been received. There were only three protesting, even in a mild manner, against taking up the questions of employers' liability and workmen's indemnity. It was disclosed that 99 per cent of the membership of the association favors a constructive, progressive policy of dealing with this difficult question."

SEVEN BOILERS BLOW UP.

Instant Death to 13 Men and Injuries to Thirty More.

Canton, Ohio, May 18.—Quick death to 13 men, serious injury to 30 other employes of the plant, and damage to the buildings amounting to many thousands of dollars—these are the results of the explosion of a battery of seven boilers this afternoon at the American Sheet & Tin Plate company. Among the injured are half a dozen who probably will die before morning.

The force of the explosion was terrific. The big plant is practically a total loss. A mere shell of the building is left.

Identification of the men was difficult. Arms were blown from bodies, and fragments of the bodies were blown blocks away. Bits of human flesh have been picked up on porches and roofs of houses and in trees.

One hundred men were at work in the plant at the time of the accident. Only a dozen or so escaped some injury, and these worked heroically to rescue their fellow workmen from the burning ruins.

The body of one man was blown through a house 700 feet from the plant. The body entered the house from the east side and continued in a straight line through a bedroom and out the west side.

The torso of another man was found in a garden 500 feet away. One injured man begged to be killed. He had an arm torn off and a great hole gaped in his side.

The plant had five mills. All the employes working at mills 1, 2, 3 and 4 were either killed or injured, while the men in mill No. 5, farthest from the boilers, escaped serious injury.

Navy Next to Britain's.

Washington, May 18.—The United States leads the world in the total displacement of completed warships, with the single exception of Great Britain, but is behind five other countries in the number of such vessels. Reckoning the war vessels built and building, America and Germany are running on equal terms, but the former is leading in displacement when the ships provided for in the pending naval appropriation bills are added to the calculation. Great Britain, the United States and Germany remain the leading powers.

Political Riot is Fatal.

Madrid, May 18.—A collision between Republicans and gendarmes is reported from Valencia, in connection with a manifestation in honor of the arrival there of the Republican deputy, Senor Seriano. The gendarmes charged and the Republicans used knives and stones. An officer was stabbed and killed and many persons were wounded. Fifty arrests were made and order was finally restored after the manifestants had sought refuge at the Republican club.

BRIEF REPORT OF THE DAILY WORK OF NATION'S LAWMAKERS

Washington, May 23.—Voting down, 26 to 89, an amendment offered by Burton to authorize only one new battleship instead of two, the senate today passed the naval appropriation bill. The bill carries an appropriation of almost \$134,000,000. It was before the senate two days, the debate being confined almost exclusively to the battleship question.

Two important amendments were adopted today. One of them, offered by Johnston, appropriates \$450,000 for the purchase of torpedo boats, "whose vitals are below the normal load line." The other, by Jones, eliminates railroad, county and municipal bonds from securities that may be deposited by contractors.

The naval increase for the fiscal year ending June 30, 1911, provided by the bill is as follows:

Two first class battleships to cost not exceeding \$6,000,000 each, and when equipped with armor and armament, about \$12,500,000 each.

Two fleet colliers to cost not exceeding \$1,000,000 each.

Five submarine torpedo boats not exceeding a total of \$2,500,000.

Six torpedo boat destroyers to cost not exceeding \$750,000. The house bill provided only four submarines and no torpedo boat destroyers.

The senate also adopted the resolution that not more than one of the battleships should be built by the same company.

The provision inserted in the house bill requiring that the battleships and fleet colliers should be built under the eight-hour law was retained by the senate.

Washington, May 21.—Continuing the debate upon the tariff, with the sundry civil bill nominally the subject under consideration, Champ Clark, minority leader, and Eugene N. Foss, newly elected Democratic representative from Massachusetts, made radical attacks upon the present tariff.

Clark said in conclusion that he had a proposal to make to the Republicans. It was that if a bill proposing substantial reductions in the woolen goods schedule were offered, he would give bond that every Democrat would vote for it without offering an amendment of any sort.

Arraignment of the administration's sale of the Philippine friar lands and of the activities of the so-called "sugar trust" in that archipelago, was made in the house today by Covington of Maryland.

He said everybody knew that the Rockefeller controlled the Standard Oil company and the oil fields and that the Havemeyers controlled the American Sugar Refining company, which he denounced as "crooked" with a "cunning criminality unequalled in the country."

He charged that the government sold the "magnificent estate of 55,000 acres of the San Jose estate on the dubious opinion of an attorney general at one-third the price the government paid at the time the lands were taken over from the friars."

Washington, May 20.—That the United States has gone wild in the matter of armament and especially in the construction of battleships, was asserted by Hale, Clay and Gallinger in the senate today.

These statements were made during consideration of the naval appropriation bill. The bill carried \$138,000,000 and Hale predicted that within five years the annual naval appropriation would be not less than \$175,000,000.

Consideration of the bill was not concluded.

The opinion was expressed that the promised reduction of expenditures would not take place in the present session of congress, and Hale and Gallinger, both members of the committee on appropriations, agreed that the expenditures would exceed the revenues the next fiscal year.

Contending that the United States had reached a billion-dollar scale of governmental expenditures, Mr. McKinlay, of California, today in the house defended the appropriations of the present congress and warned America against Asiatic industrial invasion.

"How about Senator Aldrich's declaration that the government could save \$300,000,000 annually under economical methods of administrative expenditure?" asked Mr. Slayden, of Texas.

"If any man can suggest," replied Mr. McKinlay, "a substantial plan of saving in the appropriations he is an American patriot and should be made a cabinet officer."

A note of alarm was sounded by Mr. McKinlay over Japanese invasion of American interests. Japan, he said, was sending cotton to the Pacific coast and American manufacturers were already beginning to lose their markets.

Washington, May 19.—Representative Poindexter is continuing his "support" of the administration legislative programme. He announced today that

he would not attend the Republican caucus to be held next Wednesday to reach an agreement upon the postal savings bank bill.

His explanation is that leading Republicans are opposed to this bill and will influence the caucus to take some action that will result in its defeat. He says that he will not be bound by any caucus that is inimical to this measure.

Because of strong opposition in the house, the senate today abandoned its amendment to the agricultural appropriation bill, giving Western states 35 per cent of the receipts from forest reserve within their respective boundaries.

Under the present law, the states get 25 per cent and this will continue. The house maintained that states were not entitled to more than one-fourth of these receipts.

Representative Hawley voted in the house to concur in the senate amendment but was defeated.

The conference committee in charge of the river and harbor bill will meet again Monday, at which time an effort will be made to reach a final agreement upon the bill.

Unless there is a change of purpose, the Bourne amendment closing the draws of Portland bridges will on that day be formally eliminated from the bill.

No action was taken today.

Senator Borah today introduced a resolution calling on the secretary of the department of commerce and labor for a report on the iron and steel industry, regarding hours and wages of labor.

Washington, May 18.—Abandoning all hope of reaching any common understanding on the railroad bill with the insurgents, the regular Republican senators moved an early adjournment of the senate today to permit the Democrats to get together to consider propositions looking to the completion of the bill.

Before adjournment Aldrich made an effort to obtain an agreement to take the final vote next Wednesday, but there were several objections and the request was not pressed.

It is the general understanding about the senate chamber that the Democrats will be asked to assist in expediting the bill by permitting amendments to be laid on the table, by refraining from speechmaking, and by other means, with the understanding that in return the last three sections of the bill, relating to capitalization, would be withdrawn.

President Taft today authorized several of the administration senators to deny absolutely the stories in circulation during the last few days, that the president recently had denounced insurgents in unmistakable terms and had used language to which these statesmen took offense. Reports reached the White House that some of the insurgents, smarting under what they had heard had been said of them, were determined to defeat the railroad bill and others of the president's measures, regardless of what might happen to them or the party.

Washington, May 17.—After giving the greater part of the day to the question whether the government or the interstate commerce commission shall appear as defendant in cases growing out of orders of the commission under the terms of the railroad bill, the senate today postponed action on the subject until tomorrow.

The postponement was made upon an objection made by Senator Cummins to the presentation of the subject in a new form on the eve of voting.

The discussion had been upon an amendment offered by Cummins. As the bill was reported, the United States was made defendant in all cases growing out of the proceedings before the commission. Cummins' amendment proposed to substitute the commission itself as defendant.

"All machines look alike to me," declared Barnhart, of Indiana, in preface to a criticism of the organization of the house and Republican party in a speech in the house today. Cannonism, he said, was odious because it represented a system, and not because of the personality of the man.

"If Mr. Taft and Mr. Roosevelt are not with him," he said, "they are long on silence and short on show."

The cabinet influence, he said, was representative of trusts.

"Wickersham, Dickinson, Nagel and Ballinger," he declared, "are corporation attorneys and promoters. Hitchcock, Meyer and Knox are professional politicians and MacVeagh and Dickinson are self-professed Democrats who have never voted their party ticket since it declared against criminal combinations of capital and opposed a system of government which fosters millionaire-making at the unholy expense of the tolling millions."

The only way to get rid of this system, he said, was to vote the Republican party out of power.