

INDUSTRIAL DEVELOPMENT AND PROGRESS OF OUR HOME STATE

LINES IN OREGON \$4,784,222.

Northern Pacific Engineers Make Estimate on Cost of Railroad.

Clyde B. Aitchison, Oregon state railroad commissioner, has received from the office of the chief engineer of the Northern Pacific company estimates on the cost of reproduction of railway lines in Oregon based on conditions in April, 1909. The estimates were exclusive of the one-third interest in the Spokane, Portland & Seattle railway and the 40 per cent interest in the Northern Pacific Terminal company.

The total mileage of the Northern Pacific lines in Oregon is given at 97.27 miles. Of main line there is 38.67 miles; branches, 44.92 miles, and in yards and spurs 13.68 miles.

The estimate of expenditure on the line from Goble to Portland, 46.7 miles, is \$3,006,892.12. The biggest item is for right of way and station grounds, the figures being given at \$756,059.25. The cost of grading is given at \$733,768.

An estimate of \$995,439.78 is given as the cost of the work on the Washington & Oregon line to Pendleton, a distance of 33.74 miles. The cost of grading for this section is stated to be \$242,781, and of right of way and station grounds, \$154,608.33. From Smeltz to Athena, 10.83 miles, the estimated cost of work is \$357,745.26. The cost of equipment for the road in Oregon is estimated at \$324,146.05.

Hill Admires Blooded Horses.

Merrill—Louis W. Hill and party paid Merrill a visit while on their tour of inspection of the interior sections contiguous to the route of the Hill road. The party was entertained at luncheon in the handsome ranch home of N. S. Merrill, the pioneer farmer of this part of the country, whose place is just outside the town limits. The ladies of the town served the lunch and all the business men and townspeople were there to greet the distinguished guests, who were accompanied from Klamath Falls by two dozen prominent citizens of that place.

The party filled seven autos. Mr. Hill made a brief address, saying he had not been entertained in any finer ranch home in the whole state than that in which he met the Merrill people, and predicted that the lands in this valley would be doubled in value within two years.

The annual horse rodeo had just been completed in this part of the country before Mr. Hill's arrival, and after the luncheon was over the party assembled on the lawn, where the fine horses and mules of the Merrill ranch were passed before them for inspection. Then the autos were boarded and a run of ten miles down to Tulle lake was made, where a visit was paid to the "Poplar Farm" owned by J. Frank Adams, the most noted horseman of this section, and his fine horses and brood mares afforded a sight for the railroad man to understand where so many of Oregon's extra good horses are bred.

Ideal Fourth at Condon.

Condon—Condon, as well as other cities of Oregon, is planning for a "safe and sane" Fourth of July, yet the celebration here will be the greatest yet undertaken. Instead of the usual method of raising funds by charging admission to the different events, everything will be absolutely free. The celebration will last three days beginning Saturday, and the program includes three baseball games, dances, moving picture shows, reports by rounds of the Jeffries-Johnson fight, athletic contests, band concerts, public speaking and probably a parade.

Owing to great danger of fire and runaways, the council will be requested to prohibit fireworks of any kind.

Hotel men and restaurant keepers are also to be asked not to raise prices during the celebration. Every effort will be bent to make this a notable event in the history of this section of Eastern Oregon.

To Build Stone Roads.

Toledo—Road building machinery has been installed by the county court, preparations at the quarry are being rushed rapidly and the work of crushing and placing the rock on the Toledo-Siletz wagon road will be begun at once. When this modern road is completed other roads will be built and soon Lincoln county will be noted for her good roads, one of the essentials in any county.

Model Farm Water Plant.

Baker City—J. H. Baisley, a farmer living west of the city, who has one of the most modern homes in Powder valley, has just completed a water system that is first class in every respect. The water is piped about 6,000 feet from mountain springs, which not only guarantees a flow of pure mountain water, but furnishes ample fire protection, as the pressure is 100 pounds.

DAKOTANS COME TO OREGON.

Parties at Intervals Up to July 16—Thousands Are Interested.

Washington—Dr. H. W. Coe of Portland, who is here, has a telegram from Fargo, from F. E. Ball, vice-president of the Columbia Land company, saying:

"A party of 30 left yesterday for Stanfield, Or. Minot sends a special May 31, Grand Forks a special June 2, Valley City a special to Hermiston June 2, and Fargo a special June 7 and another July 16."

Coe says there will be several cars intervening. The special mentioned as having left Fargo was No. 15. The landseekers will be taken to Stanfield and Hermiston on a six days' tour, stopping at North Yakima, Seattle, Portland and Hood River to show them what sort of country they are going into.

Coe says 600 persons have left Fargo since August and that 1,000 more will go before the summer ends. Coe is here to offset reports injurious to the Umatilla reclamation project, which have been carried to the officials. He has succeeded in confirming previous claims that the Umatilla project is one of the best the government has inaugurated.

Jeffries Wants Hood River Apples.

Hood River—The commercial club received from Jas. J. Jeffries a request for a box of Hood River Spitzenburgs. When Jeffries went through Hood River on his theatrical trip he was presented by some admirers with a box of Spitz. When he got down in his training camp at Rowdennan, Cal., he began to long for the flavor of the apple he got in Hood River. He told everybody around him that he had never eaten anything that had so pleased him and he wanted some more. An admiring friend who had been to the camp was told by Jeffries of his wish and the friend told him he would be in Hood River soon and would send him a box. The friend says that next to his wife there is nothing he likes better than a Hood River Spitz.

Klamath to Celebrate July 4-5.

Klamath Falls—Preparations are already being made for a celebration in this city on July 4 and 5. It is the intention of the business men of the city to make the jollification a record breaker. The Socialist encampment will be in session here during this time.

Berries Ripening Fast.

Hood River—The warm weather of the past few days has ripened the berries at a very rapid rate. Pickers are coming into the valley in large numbers, but not near enough have arrived yet to care for the crop.

PORTLAND MARKETS.

Wheat—Track prices: Bluestem, 86@87c; club, 82@83c; red Russian, 80@81c; valley, 85c.

Barley—Feed and brewing, \$21.50@22.50 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.

Butter—City creamery, extras 29c per pound; fancy outside creamery, 28@29c; store, 20c. Butter fat prices average 1½c per pound under regular butter prices.

Eggs—Fresh Oregon ranch, 23@24c.

Pork—Fancy, 12@12½c per pound.

Veal—Fancy, 10½@11c per pound.

Lamb—Fancy, 8@10c per pound.

Poultry—Hens, 18@19c per pound; broilers, 27@30c; ducks, 18@23c; geese, 12½c; turkeys, live, 20@22c; dressed, 25c; squabs, \$3 per dozen.

Fresh Fruits—Strawberries, \$1.75@2.75 per crate; apples, \$1.50@3 per box; gooseberries, 6c per pound.

Potatoes—Carload buying prices: Oregon, 40@50c per hundred; new California, 2½@3c per pound; sweet potatoes, 4c.

Vegetables—Artichokes, 60@75c per dozen; asparagus, \$1.25@2 per box; cabbage, 2½@2¾c per pound; celery, \$3.50@4 per crate; head lettuce, 50c@60c per dozen; house lettuce, 50c@1 per box; green onions, 15c per dozen; radishes 15@20c dozen; rhubarb, 2½@3½c per pound; spinach, 8@10c per pound; rutabagas, \$1.25@1.50 sack; carrots, 85c@1; beets, \$1.50; parsnips, 75c@1.

Onions—Oregon, \$2 per hundred; Bermuda, \$1.50@1.75 per crate; red, \$1.75 per sack.

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

Wool—Eastern Oregon, 14@17c per pound; valley, 16@18c; mohair, choice, 32@33c per pound.

Cattle—Beef steers, hay fed, good to choice, \$5.75@6; fair to medium, \$5@5.50; cows and heifers, good to choice, \$5@5.50; 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, \$10.25@10.55; fair to medium, \$9.25@9.55;

Sheep—Best wethers, \$4@4.25; fair to good wethers \$3.50@4; best ewes, \$3.25@3.50; lambs choice \$6@7; fair \$5@6.

STEAMER HIT IN FOG.

Eighteen Drown as Vessel Plunges Beneath the Waves.

Port Huron, Mich., May 25.—Families and friends of the missing 18 members of the crew of the steamer Frank H. Goodyear, which sank yesterday off Point Aux Barques, Lake Huron, after being rammed amidships by the steamer James B. Wood, tonight practically gave up hope that any of the missing persons have been rescued.

The steamer Sir William Simons, said to have picked up some of the missing crew, passed detour today and made no report of any survivors aboard.

Four of the rescued members of the crew, including Captain F. P. Hemenger, have gone to the Goodyear's headquarters in Cleveland and Mrs. Emma Bassett, the only other survivor, is still in Port Huron.

The collision occurred at 5:20 in the morning, in a heavy fog. The Goodyear was struck amidships on the starboard side and the bow of the Wood was punctured.

In a moment it was seen that the Goodyear was doomed, as she began rapidly to fill with water. Everyone on board was supplied with a life preserver and every effort was made to man and launch the small boats. The water poured into the hold so fast that the heavy hatches were forced from their frames by the pressure from underneath and shot into the air in every direction, spreading injury and death among the terrified crew and passengers.

With his infant child in his arms, Steward Bassett had almost reached safety in one of the lifeboats when one of the tumbling hatches snatched the baby from his arms. The little one fell into the lake and was drowned, despite the frantic efforts of its father to rescue it.

Many of the Goodyear's crew were killed by the falling hatches before they had a chance to jump into the water.

When the Goodyear settled beneath the surface of the water it was evident she was practically broken in two, the action of the water having completed the destruction begun by the blow received in the collision. The Goodyear was a modern steel steamer 436 feet long, and carried a crew of 23 men.

NEW COMET TAIL IS SEEN.

Harvard Group Sees Jet of Light Shooting From Nucleus.

Cambridge, Mass., May 25.—When the party at the Harvard astronomical observatory obtained last night for the first time an adequate view of Halley's comet an interesting discovery was made by Professor O. C. Wendell. He saw a jet of light for two or three minutes projecting toward the southwest from the nucleus, that is, somewhat towards the sun, while the tail itself was streaming away to the east, or toward the sun.

Photometric measurements of the nucleus in the comet were also made by Professor Wendell, which indicated that then nucleus was of 6:57 magnitude, that it is slightly below the limit of visibility.

The total light of the comet was set at two and a half magnitudes by Leon Campbell and assistants, who made special measurements. The tail is said to be about three degrees long.

Mischief Sinks Drydock?

Manila, May 24.—In connection with the sinking of the drydock Dewey, naval officers here say it would be an easy matter for some mischievous person to tamper with the powerful valves, which are operated by electricity. If one were so inclined, they say, he might easily slip past the guard and open the valves. A board is investigating the sinking, and divers have been at work examining the bottom of the drydock. The amount of the damage has not yet been determined. Operations will begin to raise the craft.

Channel Swallows 22.

Cowes, Isle of Wight, May 25.—Twenty-two persons were drowned as the result of a collision today between the steamer Skerryvore and the German bark J. C. Vinnen, in the English channel. The Skerryvore sank. Only two of the crew of the steamer were rescued, one of whom died a short time later. The bark put in here but later left for Southampton. Apparently she was not injured. As far as known, no passengers were on either vessel.

Chinese Destroy Church.

Shanghai, May 25.—Native riots occurred at Chuan Chia, northwest of Changsha, last Saturday. A considerable portion of the city was burned. The Lutheran church was destroyed by fire. There is general unrest and anti-foreign sentiment is spreading.

Quake Causes Near-Panic.

Reggio, Italy, May 25.—A heavy earth shock occurred here this evening, causing the people to rush into the streets. No damage was done.

BRIEF REPORT OF THE DAILY WORK OF NATION'S LAWMAKERS

Washington, May 30.—The railroad regulation bill will probably be finally voted on in the senate tomorrow. Wednesday it is the plan of the senate leaders to send the bill as finally adopted by the upper house to President Taft. He will consider the bill carefully and make a number of recommendations. It is hoped this way that the bill finally adopted by congress will be nearer the form first sent to congress than the battle-scarred remnant adopted by the house, and that is now on its way to passage in the senate.

The expected changes are to be made in conference. The bills of the two houses differ considerably. It is certain that the house will refuse to adopt the bill passed by the senate and that the measure will go to conference. It is here that Taft's study of the bill passed by the senate is expected to count. The senate leaders will ask Taft to make immediately recommendations to the committee suggesting the sort of bill he would be willing to sign. It is believed he will recommend that certain of the original provisions be reinstated.

The conference committee has practically the last word in forming the bill. The two houses can adopt or reject the suggestions of the committee or send the measure back for further consideration, but no amendment can be adopted. The regulars expect to rush the conference report through during the final days of the session, when congressmen are anxious to get away from Washington. Naturally, congress does not want to enact a bill that will be vetoed by the President, and so his recommendations, it is expected, will have considerable weight with the committee.

Washington, May 28.—Presenting a series of tables, Senator Smoot today addressed the senate with reference to the condition of the farmers of the country, as compared with their condition in 1906.

"While the prices of practically all commodities have shown some advance during the last few years," he said, "the products of the farm show a much greater advance than do the prices of the products of the mines and factories."

He gave the following specifications: Corn, 118 per cent; wheat, 88 per cent; cotton, 92 per cent; oats, 132 per cent; rye, 118 per cent; barley, 126 per cent; hay, 49 per cent; hops, 640 per cent; potatoes, 73 per cent; flaxseed, 142 per cent; fat cattle, 92 per cent; fat hogs, 172 per cent; dairy butter, 57 per cent; eggs, 107 per cent. Commenting on general conditions, Mr. Smoot said:

"The financial condition of the grain raiser of the Northwest, the general farmer of the Middle West, the cotton planter of the South, is better than ever before. Financially, the farmer has become independent. The general free delivery and the telephone have placed him in touch with the world and he is as familiar with current events as the city dweller."

For two hours today, Senator Lorimer, of Illinois, stood in the senate and in vigorous language denounced as untrue the charges of bribery made against him in connection with his election to the senate. Upon leaving the chamber at the conclusion of his speech, Lorimer hurriedly put his affairs in order and caught a late train for Chicago. In his address Lorimer made emphatic denial of all the allegations of corruption and sought to return the accusation of wrongdoing upon the Chicago Tribune, in which the charges were first published. He declared the attack was aimed not only at him but at his bank.

Washington, May 28.—At the last moment, before reaching the point of voting upon the railroad bill today, the senate took the important step of adding an amendment placing interstate telegraph and telephone lines under the supervision of the Interstate Commerce commission.

This action was followed by an effort to restore the portion of section 12, affecting mergers, which heretofore was voted out.

The suggestion for the inclusion of telegraph and telephone companies within the control of the Interstate Commerce commission was made by Dixon, of Montana, but ultimately his amendment was supplanted by one in simpler form offered by La Follette.

The senate reached the voting stage at 4 o'clock, after an animated debate, which dealt especially with whether the Dilliver amendment regulating the stock and bond issues of railroads was in accordance with the last Democratic platform.

Dixon's telegraph amendment was in the exact language of the telegraph provision carried by the house bill, and it purported to re-enact the first section of the present interstate commerce law, with telegraph and telephone companies added. Much objection to voting upon it without an opportunity for examination was expressed. Several suggestions for adjournment were made. Ultimately Brandegee moved to lay on the table, but this motion was lost, 23 to 37.

The result of the vote had no sooner been announced than Brown, of Ne-

braska, presented his amendment reviving a portion of section 12. His amendment prohibits all common carriers from acquiring any interest whatsoever in the capital stock of, or purchasing or leasing any railroad which is competitive with that of the purchasing company. A fine of \$5,000 is imposed for each day's violation of this provision.

Washington, May 26.—Through the defeat in the senate today of several amendments offered by insurgent Republicans and Democrats, the way was paved for an early vote on the administration railroad bill. It is believed this will come tomorrow and the senate will then adjourn until Monday, when the statehood bill probably will be made the unfinished business.

The regular Republicans maintained a firm hold upon the situation in several votings on important features, notwithstanding the insurgents and Democrats united their votes on several occasions. More was accomplished during the closing hours of the session today than in any other week of the three months the bill has been pending business.

Of all of the votes of the day, the one on the Cummins amendment was by far the most important. The vote was by no means so close as had been predicted by its friends and feared by its opponents. Three days ago the advocates of the bill suggested by the administration had been apprehensive of the success of the Cummins provision, but during that time they had been extremely active, so that, while they made important concessions, they secured the defeat of the provision.

Of the 29 votes favorable to the amendment, 12 were cast by insurgent Republicans.

The "insurgent" Republicans based their opposition on the ground that sufficient care was not taken to prevent the watering of stocks and issuance of both stocks and bonds in any way that would be injurious to the general public.

President Taft's traveling expenses and the fact that he had already overdrawn his allowance of \$25,000 a year voted by congress, led to acrimonious debate in the house today and to a refusal to permit him to use the next year's allowance to meet the deficiency.

Washington, May 25.—"Before the Interstate Commerce commission can become effective, it will be necessary to equip it much more thoroughly," said Senator La Follette, in the senate today, during a speech which consumed practically the entire session.

He argued the reconstruction of the commission, and said the country should be divided into districts in charge of a sub-commission. The Wisconsin senator spoke for almost five hours in support of the commission amendment regulating railroad rate increases, and had not concluded when the senate adjourned.

"There is not one line in the statutes to give to the people reasonable railroad rates," declared he. "All that has been accomplished is to afford a means of giving equal rates to shippers."

The interest of the shipper was by no means the interest of the general public, he asserted. He declared the people generally were as much entitled to protection as the shippers. Forty years ago the fight was begun with that end in view, he said, and it was as much a fight against extortion as against discrimination, but in the former respect there had been utter failure.

"The Interstate Commerce commission is engaged in a mere child's play," said Mr. La Follette, adding that it was so edged about that it could not effectively deal with the problem.

"The rules of the senate seem to be so formed as to prevent one from speaking the truth. The railroads have been having their way for 40 years. We have the sins of many congresses to atone for before we permit this bill to pass from our hands."

Washington, May 24.—Chairman Tawney, of the house appropriations committee has succeeded in framing an amendment to the sundry civil bill providing the president with \$250,000 to obtain information on prices of manufactured articles that stood the test of the rules of the house.

By a strict party vote of 110 to 83 the amendment was adopted. Previously the house by a vote of 84 to 106 rejected the Fitzgerald amendment reducing the amount to \$75,000.

When the appropriation of \$58,000 for distinctive paper for national currency was reported Tawney explained that the proposed plans for laundering paper money had not yet reached such a satisfactory stage as to warrant reductions.

Fitzgerald declared that the system could not be improved. He said any attempt to run the government as a private business would result in a lot of men being sent to the penitentiary. Governmental and private business, he insisted, were essentially different. There were too many "political chair warmers" in the government in the service, he added, to permit efficient administration.