

DOINGS OF THE WEEK

Current Events of Interest Gathered From the World at Large.

General Resume of Important Events Presented in Condensed Form for Our Busy Readers.

Edwin Hawley, noted railroad magnate, died in New York.

The Oregon Drydock company has raised its rates for all classes of vessels.

Express companies are to be prosecuted for making thousands of overcharges.

Objections by Senator Heyburn have blocked progress on the peace treaties.

Prosecutor declares the marks of Conner's teeth are on caps used in dynamite explosion.

Postal banks are causing a noticeable decrease in the amount of money sent abroad by foreigners.

The Oregon-Washington Railroad company has reduced class freight rates to all points on the O. R. & N.

Woolgrowers are assured of an early and active market for wool according to reports from Eastern markets.

Captain Sverdrup is en route from New York to Seattle to take charge of an Arctic expedition which will establish a floating headquarters for the Alaska Whaling company.

A receiver has been appointed for the Washington Orchard Irrigation & Fruit company, which was organized to develop desert lands on the Columbia river near Kennewick, Wash.

A demented woman at the Oregon insane asylum broke away from a band of patients who were out walking and hurled herself into a blazing brush pile, from which she was immediately rescued without serious injury.

The Mexican garrison at Juarez revolted, took possession of the town government, proclaimed Gomez provisional president of the republic, and bitterly criticized President Madero. The revolutionists are believed to be in league with the Zapatist rebels in the South.

"Aunt Delia" Torrey is to visit the president, who is her favorite nephew.

A rich gold-bearing ledge has been found near Raymond, Wash., and a regular stampede is on.

A Portland merchant was convicted and fined \$50 for publishing a false and misleading advertisement.

The Duke of Fife, a member of the royal house of England, died at Assuan, Egypt, from the effects of exposure in a shipwreck last December.

A runaway trolley car at St. Paul crashed into another car filled with passengers and then caught fire from the stove. Twenty were injured, two of them fatally.

PORTLAND MARKETS.

Wheat—Track prices: Bluestem, 85¢; club, 82¢; red Russian, 81¢; valley, 83¢; forty-fold, 83¢. Millstuffs—Bran, \$23 per ton; shorts, \$25; middlings, \$30; rolled barley, \$38@39. Barley—Whole, \$40 per ton. Corn—New, whole, \$34; cracked, \$35 per ton. Oats—No. 1 white, \$32 per ton. Hay—No. 1 Eastern Oregon timothy, \$17@18; No. 1 valley, \$15@16; alfalfa, \$13@14; clover, \$12; grain, \$12@13. Potatoes—Buying prices: Burbanks, 90¢@92 per hundred. Vegetables—Artichokes, \$1.25 per dozen; cabbage, 1¢@1½¢ per pound; cauliflower, \$2.50 per crate; celery, \$5.25 per crate; garlic, 8¢@10¢ per pound; house lettuce, 50¢@1.00 per box; pumpkins, 10¢@1½¢ per pound; sprouts, 8¢; squash, 1¢@1½¢ per pound; turnips, \$1.25 per sack; rutabagas, \$1.25; carrots, \$1.25; parsnips, \$1.25; beets, \$1.50. Apples—Fancy Rome beauty, \$2.50 per box; choice Rome beauty, \$2; fancy Yellow Newtown, \$2.50; fancy Spitzenbergs, \$2.75; Delaware Red, \$1.75; Winesap, \$2; Northern Spy, \$1.60; Baldwin, \$1.50@12; Ben Davis, \$1.25. Butter—Oregon creamery butter, solid pack, 36¢; prints, extra. Eggs—Fresh Oregon ranch, candled, 30¢@31¢ per dozen. Pork—Fancy, 8¢@9¢ per pound. Veal—Fancy, 13¢@14¢ per pound. Poultry—Hens, 13¢@14¢; springs, 13¢@13½¢; ducks, young, 22¢; geese, 12¢; turkeys, live, 18¢; dressed, choice, 22¢. Hops—1911 crop, 4½¢@4¼¢; olds, nominal, 1912 contracts, 26¢@26½¢; three years, 19¢; five years, 15¢. Wool—Eastern Oregon, 9¢@16¢ per pound, according to shrinkage; valley, 16¢@17¢; mohair, choice, 35¢ per pound. Cattle—Choice steers, \$5.85@6.10; good, \$5.60@5.75; choice cows, \$4.90@5.10; good, \$4.25@4.75; choice spayed heifers, \$5.35@5.50; good to choice heifers, \$5.05@5.25; choice bulls, \$4.25@4.50; good, \$4.40@4.50; choice calves, \$7.50@8; good, \$6.75@7. Hogs—Choice to light hogs, \$6.50@6.60; good to choice, \$6.40@6.50; smooth heavy hogs, \$5.75@6. Sheep—Choice yearling wethers \$4.50@4.75; choice lambs, \$5@5.50; good, \$4.50@4.75; culls, \$3.75@4.

OPIUM TRADE IS BETTER.

Chinese Flagrantly Violate Law Since Outbreak of War.

Pekin—One unfortunate result of the revolution has been a revival of opium consumption. A filip was given to the trade when Kuang-tung and Yunan joined the movement, and proclaimed their independence. These two provinces, with Szechuen, were the largest consumers of opium in the empire, and the suppression of poppy cultivation and opium smoking was keenly resented by a good number of the inhabitants.

As soon as the authority of the imperial government was thrown overboard there was evidently a reaction among those addicted to the habit. Even before the revolution, and in spite of the stringent rules, there is reason to believe that opium houses continued to flourish secretly. Now it is said that they have begun to carry on their trade publicly in Canton and in other places, the bad example once set being quickly followed. Owing to the suppression of poppy cultivation enough local opium is not available and the foreign article is in great request. Prices have risen and clearances in Hongkong and Shanghai are very satisfactory from the trade point of view.

SHIP TO SEEK TREASURE.

Money Provided for Expedition to the South Seas.

San Francisco—That the failures of adventurers of the past to find hidden loot of bygone buccaners amid the enchanted isles of the South coast and coral reefs of the South seas, fails to discourage persons with a belief in the legends of wealth, became apparent when another story of a contemplated expedition leaked out here.

James Morton, just arrived from Topeka, Kan., is searching among the hulks of Oakland Creek for the sort of craft he thinks he needs to carry on a search for millions.

Morton said that the money already was provided for the undertaking and all that was needed was a schooner or barkentine capable of holding supplies and possessing accommodations for the score of men who will make the trip.

He refuses to divulge the nature of the princely fortune which will be brought into port several months after the vessel sails from San Francisco, but admitted that it was of immense bulk. In weight it would amount to several hundred tons.

"It is really a very expensive commodity," said Morton. "If I were to tell you the real value you would only smile, so I shall not discuss that part of it. What I want is the right ship. We have the money and are ready to pay cash. This is not a game, but a straight business proposition."

Inventor Loses Life.

Paris—Francois Reichelt, aged 35, a ladies' tailor, was instantly killed here when a parachute which he had invented failed to work as he jumped from a stage of the Eiffel tower, nearly 200 feet from the ground.

Reichelt had been working two years on his invention, which he intended for use by aviators when aeroplanes began to tumble because of accidents.

The parachute was made of silk and was attached to the back like a soldier's knapsack. It weighed less than 20 pounds. Reichelt ascended to about 187 feet from the ground. He placed a table near the edge facing the Seine and got ready for the jump while a crowd of reporters and cinematographers awaited him on the ground.

Reichelt jumped out from the table with the parachute on his back. For a second it seemed as if the parachute was about to open in accordance with the theory of the inventor, but it struck together again and he fell like a stone, striking the ground in less than four seconds. He was picked up dead. His legs and spinal column were broken and his body made a hole several inches deep in the frozen ground.

Troops to Be Held Ready.

Washington, D. C.—To meet any emergency that may arise in connection with the unsettled conditions in Northern Mexico, General Leonard A. Wood, chief of staff of the United States army, has issued orders to commanders of several army posts in various parts of the country to hold their troops in readiness for duty along the border. General Duncan, in command of the department of Texas, was instructed to "use his own judgment" in moving the troops under him in enforcing neutrality laws.

Oyster Fleet is Lost.

Tilghmans, Md.—Six oystermen are believed to have been drowned in the Choptank river when their boats were carried into the open waters in the ice jam that began to move early Monday morning with the gale that swept over Tilghmans island. The iceboat Annapolis, up to a late hour, had found no trace of the boats. Five other launches managed to fight their way through buffeting cakes and made clear water.

Troops Held in Readiness.

Leavenworth, Kan.—Colonel Daniel Corman, acting commander of the army post at Fort Leavenworth, received orders to hold in readiness to go at a moment's notice to the Mexican border, the Seventh infantry, of which he is in command, and the second squadron of the Fifteenth cavalry, under command of Captain William T. Littegrant.

INDUSTRIAL DEVELOPMENT OF THE STATE

PLANNING ENGINEERING SHOW

Students Will Airships and Do Brass Casting Stunts for Visitors.

Oregon Agricultural College, Corvallis—"Bigger, brighter and better" is the slogan of the engineering students of the Oregon agricultural college in their plans for the annual engineering show, to be held this year March 15 and 16. Hitherto the exhibit has been called an electrical show, and a manager, one of the electrical students, chosen to make the plans. This year it was decided to secure the cooperation of all of the engineering departments and make it an inclusive demonstration of what the college engineering as a whole can do.

Many new features are to be introduced this year. The forestry department will exhibit for the first time, and Prof. George W. Peavy, head of the department, is greatly interested in the display which is being prepared. The civil and mechanical engineering departments, hitherto but minor exhibitions, will this year have the larger part of the space.

A blacksmithing shop will be in full operation by the mechanical engineers, and a foundry, pattern making, and machine shop will interest visitors with the actual processes of making brass castings, and completing the burning processes, giving the visitors paper weights, monograms and other souvenirs made "while they wait." The woodworking shop and power plant will also show interesting operations. A number of new pieces of equipment in the mechanical laboratories will be in full operation, and furnish spectacular features.

A. M. Jepperson of Baconia, and J. F. Hess, of Corvallis, have purchased the Curtiss biplane exhibited at last year's show, and after many tests and the building of models and gliders, will be ready to give demonstration of aviation.

The Architectural club, just formed this winter, is another new feature as it, also, will have an exhibit, for which it is now holding a contest in which the members are competing for the honor of arranging the club exhibit.

QUARRY NEXT STEP.

Governor Lays Plans for Road Construction Work.

Oregon City—The establishment of a state rock quarry at some convenient point between Oregon City and New Era is contemplated and that within the near future, according to Governor West, who was in the city accompanied by George F. Rodgers chairman of the State highway commission. Governor West and Mr. Rodgers were met at New Era by a committee from the Oregon City commercial club and with L. R. Fields, superintendent of the Southern Pacific company, drove down the river road past the Wittenberg estate quarry a short distance north of New Era and the Willamette Pulp & Paper company quarry just south of Pulp Station.

Either of these quarries would be adaptable to the use of the state for obtaining suitable rock for road construction. The rock from the Wittenberg quarry has been examined by the State engineer and State geologist and has been pronounced first-class for road building.

The rock on the paper company's land is of similar formation and character. In both places there is sufficient land fronting the rocky bluff to install the necessary switches or side-tracks to connect with the main line of the Southern Pacific company only a few hundred feet distant from the quarries.

"I believe the state should own the quarry and that the land should be purchased outright" said the governor. "Permanent ownership would justify the state in going to the expense of constructing buildings, and we would have a supply of good rock that would last beyond this generation. We expect to be able to procure a rock crusher at a small cost in California from a railroad company, and by the use of convict labor, which costs about 25 cents a day, crushed rock could be sold to any county in the state reached by rail lines at a very small cost. Not more than 15 men could be used profitably in a quarry."

More Study of Farm Problems.

Oregon Agricultural College Corvallis—The new department in the Oregon Countryman the monthly magazine published by the students of the Oregon agricultural college, is to be conducted by the Oregon experimental league which has also arranged to send a copy of each issue to every member of the league. In the new department will appear articles for the promotion of the study of the agricultural problems in different parts of the state giving results of such studies as have already been procured.

Kernville to Have Cannery.

Newport—Kernville, on the Siletz river, is to have a new salmon cannery. At present the only cannery on the Siletz river is that belonging to the Elmore estate. H. F. Barnes, a Portland business man, who owns the canneries at Waldport, on Alsea bay, and Oysterville, on Yaquina bay, is to establish the new Siletz cannery.

Bend Flour Mill Operating.

Bend—The flour mill of the Bend Milling & Warehouse company is now in operation. It is operated by electricity, power being obtained from the Deschutes river.

ONE POOR FARM IS PLAN.

Cost Would Be Less and Indigent Much Better Cared For.

Salem—To establish a central home for the aged, located in or near Salem, and do away with all poor farms and homes for indigent people throughout the state is the plan which is announced by Governor West. The governor believes that under the system which he proposes to establish the counties of the state will be saved at least one-half the expense incurred in caring for the poor and at the same time will be able to see their poor cared for in a much more humanitarian and comfortable manner.

Governor West, in the past week, has sent letters to the county judges throughout the entire state, in which he has asked personal opinions as to his scheme, as well as complete data of the expense which counties have been put in the care of the poor.

Letters are arriving, but not enough have been received that he is able adequately to give any comprehensive idea of the approximate expense as compared to the expense under the county plan of caring for the poor.

Governor West will incorporate in his message to the next legislature a plan largely along the lines which have been outlined tentatively by him.

GOOD ROADS BODY FORMS.

Oregon League Proposes to Foster Highway Building in State.

Corvallis—The Oregon Good Roads league was organized here Wednesday. Constitution and by-laws were adopted and the following officers elected: President, Victor P. Moses, county judge of Benton county; first vice president, C. C. Lemmon, of Hood River; second vice president, B. W. Short, of Klamath Falls; secretary, Professor E. F. Ayers, Oregon Agricultural college; highway engineer, Robert Gelatly, of Benton county; directors for three-year term, J. R. Edwards, of Lincoln county, Professor H. M. Parks, of Oregon Agricultural college, and B. P. Cator, of Benton county; directors for two-year term, B. D. Schell, of Ashland, S. W. Laythe, of Harney county, and C. W. Leever, of Corvallis; directors for one-year term, V. R. Allen, of Marion county, Harry Ebon, of Astoria, and Phil Streib, Jr., of Portland.

The purpose of the organization is to foster good roads building in the state and to supply supervisors and others with information that may aid them in the highway improvements under their jurisdiction.

Revision Work Delayed.

Salem—It probably will be the latter part of February before the commission to revise the tax commission of the state holds another meeting. A desire to wait until after commonwealth day at Eugene may make some difference in the date, as State Tax Commissioner Galloway has been arranging plans so that the subject of taxation will be thoroughly discussed there at that time in as many of its phases as possible.

The various members, who were assigned the task of handling the details in connection with the six or seven bills, which it is probable the commission will pass on before they are sent to a vote of the people, have from time to time reported that progress is being made, and it is probable that by the time the next meeting closes these bills will be well under way toward formulation, if not entirely completed and in readiness for the voters.

Water Contract Drawn.

Salem—Sidertracking for a time at least, the Benham Falls project, the Central Oregon Irrigation company representatives and the Desert land board completed a draft of a contract on the remainder of the project. That this may be only tentative, as before, however, is evidenced by the fact that neither side signed it, and then refused to do so later. This is taken as an indication that even further changes may be made. The agreement stands, barring a few minor changes, as those previously drawn.

Good Roads Enthusiasts Busy.

Hood River—Hood River good roads enthusiasts are making efforts to comply with the recent good roads proclamation of Governor West, and four meetings will be held in different parts of the valley within the week. A meeting will be held at Parkdale hall in the Upper valley, to discuss the various proposed methods of road legislation. Meetings will follow at Park Grange, Pine Grove Grange and Hood River.

Marshfield Gets Busy.

Marshfield—The campaign to have the Coos Bay life-saving station changed from its present location over three miles from the bar to a more convenient place, is being pushed by the chamber of commerce and others. One petition which was generally circulated was signed by about 1,500 citizens and now another petition is being circulated only among the big mill owners, vessel owners and other large interests who are shippers.

Socialist Party Allowed Expenses.

Salem—That the Socialist party is entitled to \$200 apiece for five delegates to the national convention, to be paid by the state, is an opinion given by Deputy Attorney General Van Winkle.

AFTER EXPRESS COMPANIES.

Three Thousand Overcharges in One Day Alleged.

Washington, D. C.—Prosecution of express companies for overcharging shippers on the transportation of their goods was indicated by Commissioner Lane at the express rate hearing to be the intention of the Interstate commerce commission.

W. A. Ryan, one of the investigators for the commission, presented in tabulated form the examination of one month's business of the Adams Express company, showing that \$67,000 in overcharges had been turned into the company's treasury.

T. B. Harrison, counsel of the company, explained what are known as "over-prepayments" and asserted he would be able to show that no more than 20 per cent of the \$67,000 actually remained in the company's treasury. He added that positive instructions were given by the company to all its representatives to make refunds on all discoverable overcharges.

"Well," said Commissioner Lane, "it is conclusively established that the agents of the companies themselves do not understand the tariffs and regulations of the companies. By an examination of the business of the companies for one day we find more than 3,000 overcharges. Now, then, we propose to prosecute the companies for making these overcharges. They are clearly violations of the law."

Mr. Ryan presented comparative tables of the operations of express companies in Great Britain, France and Germany and those of the United States. They showed generally that for similar service, weights and distance the foreign rates were considerably lower than the domestic rates.

EAST SIDE ABANDONED.

Government to Acquire Existing Canal at Oregon City.

Washington, D. C.—From a recent conference he has had with the army engineers, Representative Hawley feels confident that the government will soon acquire title to the West side canal at Oregon City and begin promptly the reconstruction contemplated and authorized by congress.

Ever since his return to Washington in December, Mr. Hawley has been urging the department to "do something" and to take up that project which will be the cheapest and most efficient and which can be completed in the shortest time. The engineers, after considerable dickerings, have concluded that the construction of a new canal on the East side of the river would be too expensive and that project is practically abandoned. Therefore, it has been determined to acquire the old West side canal by condemnation, unless the Portland Railway, Light & Power company will make a further reduction in its price.

The latest figure quoted by this company was \$450,000, but the engineers believe this price is exorbitant.

Wool Views Optimistic.

Washington, D. C.—Senator Smoot, who has drawn a wool tariff bill based upon the findings of the tariff board and in line with the president's recommendation, will not offer that bill as a substitute for the house steel bill, but as a substitute for whatever wool bill the house may pass later on.

Mr. Smoot said that in his judgment any wool bill enacted this session would not be injurious to the wool industry, and he thought woolgrowers were making a mistake in contracting at this time.

Senate Asks for Report.

Washington, D. C.—The senate passed a resolution calling upon Secretary Fisher to report the amount of public land withdrawn from entry in each state, the purpose for which it was withdrawn, the amount of such land that has been classified and restored to entry and when it is probable the remaining land will be classified and thrown open.

The purpose is to hasten the work of classification and make available millions of acres now tied up.

Brandies' Views Changed.

Washington, D. C.—Charles H. Choate, Jr., of Boston, counsel for the United Shoe Machinery company, testified before the senate interstate commerce committee that Louis Brandies helped organize the company, was for several years its counsel, and then proposed its business methods. Mr. Brandies recently told the committee that the company was a combination in restraint of trade and had stifled competition in the machinery business.

Hains May Rejoin Army.

Washington, D. C.—Senator Rayner, of Maryland, introduced a bill authorizing the reappointment of Peter C. Hains, Jr., to the army and restoring his old rank of captain of artillery. Hains resigned from the army when he was a prisoner in Sing Sing for the murder of William E. Annis, of New York.

Indian Lands to Be Sold.

Washington, D. C.—After removing disputed features from the bill providing for the sale of the unallotted lands in the Standing Rock Indian reservation in North Dakota and South Dakota, the senate passed that measure. The lands embrace more than 1,100,000 acres.

Greater Depth of Willapa Aim. Washington, D. C.—Senator Jones introduced a resolution for an estimate of the cost of enlarging the present project of deepening the channel in Willapa river and harbor from Raymond, Wash., to the sea, so as to secure a depth of 24 feet.

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