

INDUSTRIAL DEVELOPMENT OF THE STATE

4700 ACRES WITHDRAWN.

Land Under Columbia Southern Project Acted On.

Salem—Withdrawal of 4,700 acres under the defunct Columbia Southern project was agreed to by the Desert Land board, expiration on this being due shortly.

The board took this step to protect the land against being thrown open for entry and to give the Oregon-Washington Finance company, which is attempting to place the old project on its feet, a better chance.

Representatives of the Oregon-Washington Finance company report that they are making excellent progress toward financing the plan, and while they may not complete their efforts successfully before the time limit expires, they believe they can do the work within a reasonable time and place the project on its feet.

This segregation embraces 27,000 acres in Crook county on the West side of the Deschutes river near Laidlaw. The segregation was originally made on behalf of the Three Sisters Irrigation company, which proposed to reclaim the lands from the regular flow of Tumalo creek.

This company subsequently assigned its interests to the Columbia Southern Irrigation company, which in turn transferred them to the Columbia Southern Irrigating company.

The company sold water rights for 17,929 acres inside the segregation and 1,360 acres outside. It was soon discovered, however, that the regular flow of Tumalo creek was sufficient for only about 2,000 acres, and as a result the board endeavored to have the company complete a storage plan for the reclamation of lands, but the company refused, a receiver was appointed and a suit was commenced to cancel the company's contract, but in this the state lost.

OREGON HEN ENROUTE.

Poultry Demonstration Car to Be Sent Out April 1.

Oregon Agricultural College, Corvallis—A new activity of the extension division of the Oregon Agricultural college is about to be launched, when a poultry demonstration car is sent out, to travel over the Southern Pacific lines.

In consultation with Assistant General Freight Agent Lounsbury, and State Superintendent of Schools Alderman, Prof. Hetzel, director of extension at the college will make out the itinerary of the car, and arrange to have the school children in each town where the car stops dismissed for that day, that they may attend the lectures and demonstrations.

The car will arrive in Corvallis about March 15, and Prof. James Dryden, of the college, will equip it, probably using much of the material shown in the egg production exhibit at the close of farmers' week. During the trip, C. C. Lamb, foreman of the college poultry plant, with an assistant, will be in charge, and will deliver the lectures. The Southern Pacific railroad has agreed to carry the car without expense to the college over all its lines, attaching it to regular trains, and leaving it at the stations scheduled.

BREWERS REJECT PLAN.

Doubt Practicability of Scheme to Grow Own Hops.

Portland—The brewers of the United States have decided not to go into the hop-growing business. The scheme fathered by E. Clemens Horst to unite the brewers and Pacific Coast hopmen into a great hop-producing monopoly has fallen by the wayside, like so many other schemes designed to put the humble hopgrower out of business.

At a meeting of the United States Brewers' association, held in New York City recently, the Horst project was turned down, as not practical from a brewer's standpoint. It is said there was much unfavorable comment at the meeting on the manner in which the names of leading brewers were used without authority in trying to further the movement.

Road Asks Grant From Eugene.

Eugene—Application was made by the Portland, Eugene & Eastern railway for permission to construct an electric road along the side of the county road, which is a continuation of West Eleventh street in Eugene. This follows a like application made for a franchise along the "river road" to Santa Clara, six miles northwest of Eugene. The electric company is planning construction on both sides of these lines at an early date, and in asking for use of the county roads agrees to put the tracks to one side.

Oil Company Will Search.

Albany—Having leased 2,941 acres in Southern Linn county, the California Oil company will make extensive operations in searching for oil. The land is situated seven miles east of Harrisburg. The company in its leases agrees to pay the owners of the land a royalty of one-eighth of all oil or other mineral products discovered. The company also agrees to begin work within three years, and if it does not do so must pay rental.

Single Tax is Big Loser.

New Era—At one of the most enthusiastic meetings ever held by the Warner Grange, over 100 members present unanimously indicated their opposition to the single-tax idea.

HOOD RIVER ROAD TO HUM.

Big Meeting Held—Plans Made to Begin Work at Once.

Hood River—At a meeting of 250 good roads enthusiasts here in the Commercial club, addressed by Governor West and Attorney Covert, of Portland, who acted as the personal representative of S. S. Benson, millionaire lumberman, Hood River county was assured of the immediate beginning and early completion of the proposed Columbia River highway from this city to Portland.

A few days ago Mr. Benson offered to give \$10,000 to be used in the construction of this road, provided the assistance of Multnomah and Hood River counties was assured for the completion of the project. Work already in progress in Multnomah county shows the intention of that county to build to the Hood River line. A plan was outlined to spend the Benson fund at Shellrock Mountain, in this county, at which point is the greatest obstacle on the route. Governor West promised to furnish convict labor, which will increase the work which can be accomplished with the money available.

Special road taxes levied this year in the districts of this county through which the road has been surveyed will make available about \$15,000, which, added to the Benson gift, is said to be enough to open the road through this county.

STATE WANTS CASH.

Will Ask Government to Repay Canal Contribution.

Salem—That an effort will be made by the state to collect \$200,000 of the \$300,000 appropriated by the legislature for its share in the purchase of the Oregon City locks is evidenced from communications which passed between Attorney General Crawford and Governor West, the latter writing as a representative of the State Board of Canal commissioners.

Under an option of the State Supreme court it was inferred that the state would have an equity of \$200,000 in the locks at such time as the locks were disposed of, but whether this construction would hold is disputed in connection with the sale to the United States government, as the act provides for this amount of money to be turned into the school fund in event the state ever wished to purchase the locks.

The argument is made that this sale is to the United States government and not to the state, and consequently the state would be unable to collect its equity.

LAND SALES NET \$150,000.

Three Deals at Eugene Show Activity Over Railroad Development.

Eugene—Three land sales were made here aggregating more than \$150,000 in value. T. J. Ryan, of Portland, who has held considerable property in this county, purchased the Fox farm of 112 acres, six miles north of Eugene for \$14,000.

The Eugene & Great Western Land company bought from S. H. Friendly, L. S. Logan and Edward Bailey, living between Eugene and Junction City, farms aggregating 1,000 acres, the price being over \$100,000. The land is to be subdivided and the owners will maintain a 40-acre demonstration farm under direction of competent persons from Oregon Agricultural College.

The third deal was an agreement of sale of 1,071 acres south of Eugene, formerly owned by Mr. Ryan, but now sold by Hans T. Christianson to R. L. Edwards, a right-of-way man for the Southern Pacific. A tract of 138 acres on the Siuslaw is also included at the price of \$38,500.

Wool Men to Be Aided.

Salem—In order to give assurance that the producer rather than the broker may be benefited in the question of wool rates, Chairman Atchison, of the Railroad commission, has taken up the work of expediting the inquiry into the wool rate cases, so that information may come in time to be of value to producers this year.

The Oregon price is based on the Boston secured price, with estimated shrinkage, less the freight rate.

Consequently the freight rate is an important factor to the grower. Word has been received that the Interstate Commerce commission is working diligently on the question.

Road to Ashland to Be Built.

Klamath Falls—It is expected that the much talked of and badly needed good road between Ashland and this city will become a reality next summer. Work on the Klamath portion of the road will be commenced as soon as the weather is favorable. Jackson county will improve the highway from the Klamath county line to Ashland. Much work was done last year on the road between Keno and the county line, and a wagon bridge has been built across the Klamath River near the old ford.

Children to Beautify City.

Marshfield—A civic improvement campaign to be conducted by the school children is one of the latest ideas which is to be carried out at Marshfield. On the suggestion of the superintendent of schools, the Progress club, an organization of Marshfield women, has taken up the plan. The idea is to beautify the city and to have much of the work done by the school children.

SILETZ ENTRYMEN WIN.

White House Conference is Favorable to Settlers.

Washington, D. C.—As a result of a conference at the White House it is believed patents will soon issue to all bona fide entrymen of Siletz lands intended to be benefited by the provisions of the Hawley bill.

The conference was arranged by Hawley, who, in company with Ralph Williams, national committee man, met with Taft and officials of the land office and Interior department and thoroughly discussed the Hawley bill. Hawley's contention has been sustained, and as a result Siletz entrymen who have shown good faith will receive patents, regardless of the amount actually cultivated.

The only exceptions will be those against whom the department has a bona fide case or failure to comply with other laws affecting entry.

REPUBLIC GAINS IN FAVOR.

First Step Towards Recognition of Chinese Rule is Taken.

Washington, D. C.—The United States took one of the first steps Thursday toward the recognition of the new Chinese republic.

Representative Sulzer, of New York, chairman of the house committee on foreign affairs, after a conference with President Taft and State department officials, introduced a resolution believed to be the forerunner of formal recognition by this country.

It expressed the "confident hope that in the adoption and maintenance of a republican form of government the rights, liberties and happiness of the Chinese people will be secured."

Mr. Sulzer insisted that the resolution was in diplomatic form and in no way contravened the status quo in the Orient or interfered with the protocol existing between the allied powers.

REAL SHIPS TRAIN TARS.

Battleships and Cruisers, Ready for War, to Receive New Men.

Washington, D. C.—Green jack tars, who used to go to old receiving ships when they enlisted, will now go to full-fledged men-of-war and get their training.

The battleship Indiana was designated to take the place of the old receiving ship Lancaster at Philadelphia; the cruiser Denver was ordered to replace the historic Independence at Mare Island, Cal., and the cruiser Salem will take the place of the Wabash, of Civil War record, at Boston. The old ships may be turned over to patriotic societies. The battleships assigned to receive recruits finally are on reserve and ready to fight on 24 hours' notice.

RATE IS THREE-FOLD.

Express Companies Charge Justified by Service Given.

Washington, D. C.—Rates of the American Express company are substantially three times the first-class rate of railroads. This was developed at the investigation by Interstate Commerce Commissioner Lane into the rates and methods of express companies.

J. H. Bradley, vice president of the company, testified that his company never had made a rate less than two and one-half times the first-class rail freight rate.

"Is that a reasonable rate?" inquired Commissioner Lane. "I do not think two and a half times the first-class freight rate is enough for the service we give," replied Mr. Bradley. "All in all, our rates the country over are approximately three times the first-class freight rate."

Mr. Bradley said that in his opinion a flat express rate would be too high for short distances and too low for long distances.

Alaska Coal is Needed.

Washington, D. C.—Secretary Meyer was before the house committee on naval affairs Thursday and urged that the coal fields of Alaska be used by the government. He advocated the building of a government railroad or some arrangement with a private railroad now at Resurrection bay. The government now pays \$1,000,000 a year to get coal around Cape Horn for the Pacific fleet, the secretary said. Secretary Meyer recommended the building of 15 colliers for use on the Panama canal.

Train Accidents Fewer.

Washington, D. C.—Two hundred and one persons were killed and 4,283 injured in train accidents during the months of July, August and September, 1911, according to accident bulletin No. 41, issued by the Interstate Commerce commission. This was a decrease of 120 killed and of 391 injured as compared with the same quarter of 1910. Accidents of other kinds bring the total number of casualties up to 2,758 killed and 19,107 injured.

Horticultural Quarantine Favored.

Sacramento, Cal.—Dr. A. J. Cook, state horticultural commissioner, sent a special appeal to the governors and horticultural commissioners of all the Western states asking them to use their influence with their senators and representatives in Washington to secure the passage of a national quarantine act, giving the United States power to establish quarantine against foreign nations.

Film Trust is Suspected.

Washington, D. C.—The department of justice is investigating the moving picture business to ascertain if there is a "trust." The inquiry, like many recent Sherman law cases, involves primarily the uses of patents.

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