

HAPPENINGS HERE IN OREGON

EXPENSES FOR YEAR.

Will Be the Largest Ever Known in the History of the State.

Salem—The expenses of the state of Oregon for the year 1904 will be \$1,498,310.10. Of this amount \$273,310.10 will be derived from miscellaneous sources, such as the corporation tax, insurance tax, fees, sales of books, etc., and the remainder, \$1,225,000 was today apportioned among the several counties, to be raised by them by direct taxes and to be paid by them into the state treasury.

This expense account will be the largest in the history of the state, the nearest approach to it being in 1892, when \$1,121,345.51 was raised by direct tax. The magnitude of the revenue to be raised in 1904 is due largely to four appropriations, the Lewis and Clark appropriation, \$250,000 of which will be raised this year; the Portage railway appropriation of \$165,000, and the Celilo canal appropriation of \$100,000 and the Indian war veterans' appropriation of \$100,000. If these four unusual appropriations, amounting to \$615,000, were deducted, the total expense would be but \$883,000, and the amount to be raised by direct taxation would be but \$610,000. Aside from the unusual appropriations, the expenses of the state are lower than for several years past.

On an assessed valuation of \$165,000,000, which is approximately correct, the revenue of \$1,225,000 will be at the rate of not quite 7½ mills on the dollar.

STATE LANDS FOR SALE.

Two Hundred and Fifty Thousand Acres Open to Settlement.

Salem—The state of Oregon has for sale some 250,000 acres of school land, mostly in eastern Oregon. This land consists of the 16th and the 36th sections in each township, where not already sold. With the exception of land which shall hereafter be surveyed, all this school land is offered at the uniform price of \$2.50 per acre. Land hereafter surveyed will be sold to the highest bidder, but no bid of less than \$2.50 per acre will be accepted.

Any person over the age of 18 years, who is a citizen of the United States, or who has declared his intention to become such, may purchase 320 acres of school land. The applicant must declare under oath that he wants the land for his own use, and that he has made no contract, directly or indirectly, to sell the same. No residence upon the land is required. Payment for the land may be made in five annual payments of 50 cents per acre. The first payment must be made when the application is filed. Deferred payments draw 8, 7, and 6 per cent interest.

UMPQUA PROJECT IS DOOMED.

Chief of Engineers Deems Commerce Too Small to Warrant Big Outlay.

Washington—The chief of engineers today sent to congress a report recommending against any appropriation at this time for improving the Umpqua river from Gardiner to the sea.

A survey by Major Langfitt showed that to provide a 15-foot channel throughout this stretch of eight miles and across the bar would require the expenditure of at least \$621,411, and probably to insure a permanent channel at the entrance of the river an additional jetty would have to be constructed at a cost of \$27,111. Major Langfitt said the expenditure of so large a sum was hardly justified at the present time. His opinion was sustained by the division engineer, by the special engineer, board of review and by General Gillespie.

Boom in Butter Making.

Union—The dairy industry of this section has nearly doubled itself during 1903. The creamery company operating at this place is extensively patronized. The company this year paid the farmers \$19,000 for butter fat, while during 1902 the farmers received \$9,450. Butter manufactured during the year totals 80,000 pounds; for last year, 42,000 pounds. Butter is selling in the retail market at 40 cents per pound. During the latter part of the summer it sold at 30 cents per pound.

Short in His Accounts.

Baker City—Postal Inspector Clark has removed W. H. Kelly, postmaster at Greenhorn, Grant county, and appointed W. R. Draper in his place. Kelly is alleged to be short in his accounts about \$1,000. No arrest has been made and it is stated that the friends of the ex-postmaster will make the shortage good.

Improvement to Oregon City Locks.

Oregon City—The Portland General Electric company is making some extensive improvements to its locks at Willamette falls, in this city. New piers and timbers are replacing the old lumber that has served for years, but the dimensions of the locks will not be disturbed.

WATER IS THERE.

Artesian Wells Needed in Southwest Oregon for Irrigation.

Washington—Engineers of the geological survey, after making examinations in southeastern Idaho, have come to the conclusion that the irrigation of that country must be largely worked out through the utilization of artesian well water.

Silveis river and Donner and Blitzen river, which flow into Malheur and Harney lakes, are now utilized at their full capacity for irrigation, but the department report that there are favorable conditions for storing the waste waters of these two streams, thus increasing their efficiency. The smaller streams of southwestern Oregon flow mostly during the spring season, when the snow on the uplands is melting or during the prolonged rainy spells. They all become dry during the summer. The full flow of these streams is now utilized for irrigation, and it is doubtful if any increased use can be made of their water.

Therefore, attention is drawn to the possibilities of developing artesian wells in the southwestern counties of Oregon. Experimental wells have already been driven in the Harney and Whitehorse artesian basins and proved the presence of subsurface water and sufficient pressure to cause it to rise in the surface and overflow.

There are approximately 2,000 square miles of territory lying in the artesian basins of southeastern Oregon and southwestern Idaho, but it is not to be assumed that all this area can be irrigated by means of artesian wells. The conditions are such as to warrant careful testing of each basin and a judicious development of its water supply.

Want Creamery at La Grande.

La Grande—There is a strong movement on foot here for the establishment of a creamery. Agents have been traveling through the district to ascertain the number of milk cows available. Nearly every farmer of the now famous Grand Ronde valley, an exceptionally productive section, which stretches for miles along the Grand Ronde river, owns milk cows. Farmers are favorably impressed and there is reason to believe that a plant will be established during the coming season.

Real Estate Business in Marion.

Salem—The increased activity in real estate transfers in Marion county in the last few years is indicated in a measure by the increase in the amount of fees collected by the county recorder of conveyances. Three years ago the fees for a year amounted to \$2,776.80. Last year they were \$3,893.40, and for the year just closed the recorder collected \$4,195.30. Not only has the number of conveyances been greater, but the consideration of the transfers has been much larger.

PORTLAND MARKETS.

Wheat—Walla Walla, 73c; blue-stem, 78c; valley, 79c.
Barley—Feed, \$20 per ton; brewing, \$20@20.50; rolled, \$21.

Flour—Valley, \$3.75@3.85 per barrel; hard wheat straight, \$3.90@4.10; clear, \$3.55@3.75; hard wheat patents, \$4.20@4.50; graham, \$3.75; whole wheat, \$4; rye flour, \$4.50@4.75.

Oats—No. 1 white, \$1.07½@1.10 per cental; gray, \$1.05.
Millstuffs—Bran, \$18 per ton; middlings, \$23; shorts, \$19; chop, \$18; linseed, dairy food, \$18.

Hay—Timothy, \$16 per ton; clover, \$12; grain, \$12; cheat, \$12.

Vegetables—Turnips, 65c per sack; carrots, 75c; beets, 90c; parsnips, 85c @ \$1; cabbage, 10½¢ per pound; red cabbage, 1½¢; lettuce, head, 15c per doz; parsley, 25c; tomatoes, \$1.50@2 per crate; cauliflower, 75c@81 per doz; celery, 75c; pumpkins, 1c per pound; onions, Yellow Danvers, 80c@81 per sack; Fannox, \$1, growers' prices.
Honey—\$3@3.50 per case.

Fruits—Apples, fancy Baldwins and Spitzenbergs, \$1.50 per box; cooking, 75c @ \$1; pears, \$1@1.50; grapes, \$1.50.

Butter—Fancy creamery, 27½¢@30c per pound; dairy, 20¢@22½¢; store, 13¢@16c.

Cheese—Full cream, twins, 14¢@15c; Young America, 15¢@16c.

Poultry—Chickens, mixed, 11¢@11½¢ per pound; spring, 11½¢@12c; hens, 12¢@12½¢; turkeys, live, 17¢@18c; dressed, 20c; ducks, \$7@7.50 per dozen; geese, live, 8c per pound.

Eggs—Oregon ranch, 27½¢@30c; Eastern, 25¢@26c.

Hops—Choice, 24¢@25c per pound; prime, 21¢@22½¢; medium, 19¢@20c; common, 15¢@17c.

Wool—Valley, 17¢@18c; Eastern Oregon, 12¢@15c; mohair, 32¢@35c.

Beef—Dressed, 5½¢@7c per pound.

Veal—Dressed, small, 8¢@8½¢; large, 5¢@6c per pound.

Mutton—Dressed, 6½¢@7c; lambs, dressed, 7c per pound.

Pork—Dressed, 6¢@6½¢ per pound.

MORE SHIPS SENT.

Russia Will Intercept Japanese Fleet Now Off Corea.

Port Arthur, Jan. 9.—Several Russian warships left at midnight to reinforce cruisers sent out for the purpose of intercepting a Japanese squadron of four ironclads which, it is said, is now approaching Corea to stop six Japanese coal laden ships from Japan destined for Port Arthur and to cancel their charter to a Russian firm.

There is a normal movement of troops in both directions on the railway. Lake Baikal is frozen.

The Port Arthur defenses are complete and the authorities are confident.

Powers Are Landing Troops.

London, Jan. 9.—None of the special cablegrams from Tokio printed in this morning's papers is able to give the contents of Russia's reply, but all concur in believing it to be unsatisfactory. It appears that the note might still be undelivered, as Baron de Rosen, Russian minister, is suffering from an ear affection, had not Baron Komura, Japanese foreign minister, visited the Russian legation to get it. According to the Standard's Tokio correspondent, an increasing number of steamships are requisitioned daily as transports.

The correspondent of the Daily Mail at Tokio reports on the authority of the newspaper Chujo that one Japanese has been murdered near Port Arthur and four others have been injured.

The correspondent says that all the powers are landing troops in Corea, and the British Bluejackets landing at Chemulpo are expected to go to Seoul immediately.

Constant telegrams are passing between M. Pavloff, the Russian minister to Corea, Baron de Rosen, the Russian minister to Japan, and Viceroy Alexieff.

The insurance of the Japanese cruisers Niasin and Kasag, which were built at Genoa and bought from the Argentina government, has been accomplished after considerable difficulty. The policies have been so arranged as to permit the cruisers to go by way of the Suez canal, Cape Horn or Cape of Good Hope routes, as the circumstances of the moment may dictate.

URGES TURKEY TO ACTION.

Bulgaria Wants Reforms Instituted in Manchuria.

Constantinople, Jan. 9.—The Bulgarian government has sent a note to the porte complaining of the nonfulfillment of its promises concerning reforms in Macedonia. Bulgaria urgently requests the porte immediately to take the necessary measures to end a condition of affairs which is so prejudicial to the interests of both countries, and points out that the application of the postponed reforms should be easy, owing to the fact that the revolutionists are not hampering the government at present by any interference. The note concludes:

"If the porte is actuated by a sincere desire to ameliorate the lot of its Bulgarian subjects and renew its former relations with the principality the responsibility rests solely upon the porte."

It is learned here that Colonel Bendorf, the Russian agent, has suddenly left Sofia. It is understood that his mission at Sofia was to endeavor to prevent the Bulgarian government from raising the Macedonian question at this time, owing to the acuteness of the far eastern crisis, which is now engaging Russia's entire attention.

TO PREVENT CANAL TRANSFER.

Agent of Colombia Takes Up Case With French Tribunal.

Washington, Jan. 9.—A dispatch to Dr. Herran, Colombian charge d'affaires, received today from Paris, said that a French tribunal had been appealed to by an agent of Colombia with a view to preventing the transfer of the Panama canal company's rights on the isthmus to the American government without the consent of Colombia. Counsel of the Colombian government, according to the dispatch, assured the agent he thought there was good ground for believing the effort to prevent the transfer would be successful.

Russians Assault Hebrews.

New York, Jan. 9.—A threatening anti-Semitic demonstration has occurred at Kishinef, according to a dispatch from London to the American. The police suppressed the disturbance. The riot is reported to have occurred Tuesday. It began with assaults on Jews in the principal streets. A mob quickly formed and surged toward the Ghetto, where Jews were knocked down and trampled upon in the street. Missiles were thrown through windows of houses and many persons were clubbed.

New York Theaters Pass.

New York, Jan. 9.—The inspectors sent out by Building Commissioner Thompson to look into the condition of the theaters of the city reported that they had inspected 50 of the 63 places of amusement in New York today, and had not found a single theater in which there were violations of the building code of sufficient importance to warrant closing orders.

WAR IS AT HAND.

Japan Ready to Land Troops in Corea—Russian Troops to Scene.

Paris, Jan. 7.—The Chefoo correspondent of the Paris edition of the New York Herald cables as follows:

"Eight thousand Japanese troops are ready to land at Masampo, and their landing will probably mean war."

"A regiment of Cossacks is expected at Port Arthur. Reserves are being removed from Blagoveschenek, the capital of the Amur province in Eastern Siberia, to Tientsin, in Manchuria. 'The position of the troops in Manchuria is being rearranged, but their location is kept a secret.'"

Russian Troops to Corea.

St. Petersburg, Jan. 7.—A semi-official dispatch to a news agency from Vladivostok, and private information from Mukden, states that, owing to disturbances between the Koreans and the Japanese in Corea, the Russian Second Rifle regiment, at its full strength has been dispatched to Corea, in order to protect Russian interests there.

American Marines to Scene.

Washington, Jan. 7.—The navy department is in receipt of two cablegrams from the commanding officer of the United States steamer Vicksburg, at Chemulpo, dated the 4th and 5th inst., respectively, as follows:

"After consultation with the American minister, we are of the same opinion. The aspect of affairs at Seoul is very grave. There is much fear of a riot by Korean soldiers. I have completed arrangements to send a company of marines overland by railroad at the critical moment; also about 35 men and field guns from this vessel, at Chemulpo, if deemed necessary."

The second message is as follows: "Two officers and 36 men left at 10 A. M. for Seoul. The remainder of the guard is prepared if there is any demand. There is little change in the situation."

Britain Sees War in Move.

London, Jan. 7.—"Nobody will suspect the captain of an American man of war of being a scheming alarmist," says the Standard editorially this morning.

This sentence expresses the view taken by the press of Great Britain of the grave condition of things in the Far East, as revealed by the fact that the United States government finds it necessary to send marines to Seoul for the protection of American interests. While it is still hoped that a peaceful issue may be found, this action of the United States is held to indicate that the view of the situation taken at Washington is that the crisis is drifting rapidly to the danger point. The action of the United States government is generally approved.

The Morning Post says editorially: "The landing of American marines proves that the United States is not watching the Far Eastern imbroglio without intelligent interest. We hope they will be accompanied by British marines."

KANSAS TRAINS COLLIDE.

Engineers Are Killed and Many Passengers Hurt.

Topeka, Kan., Jan. 7.—Rock Island passenger train No. 3 collided with a freight train about two miles west of Topeka about 1 o'clock this morning. Engineers Reardon and Benjamin were killed. Over a dozen passengers were fatally hurt.

All the passenger coaches except the last two Pullmans were piled up in a heap. The two trains met squarely in a head-on collision.

Wrecking crews have been sent to the wreck from Herrington and Horton.

Assistant General Superintendent Sutherland said to the Associated Press:

"We have no positive information at this hour about the wreck other than that both engineers and both firemen are killed. There are also some passengers killed and injured but we do not know how many."

"The last report we got from Willard was that many people were yet under the wreckage and that all the cars were wrecked but two."

Early Hearing to 1905 Fair.

Washington, Dec. 7.—Chairman Tawney, of the house committee on industrial arts and exhibitions, today notified Representatives Hermann and Williamson that he would take steps immediately to arrange for a hearing on the Lewis and Clark exposition bill. He will endeavor to find a day on which the members of his committee will all be able to attend and hear what arguments the representatives of the Lewis and Clark exposition have to present. It is probable that some date next week will be set.

Japan Will Keep Orders Secret.

Tokio, Jan. 7.—An extra edition of the official Gazette has been issued containing army and navy orders prohibiting the publishing of any reports of the maneuvers movements of troops or war vessels from this time on. Otherwise the Japanese authorities are not interfering with press messages.



THREE TRAINS to the EAST DAILY From Portland.

Through Pullman Standard and Tourist sleeping cars daily to Omaha, Chicago, Spokane; Tourist sleeping cars daily to Kansas City; Through Pullman Tourist sleeping cars (personally conducted) weekly to Chicago, Kansas City, St. Louis and Memphis; reclining chair cars (seats free) to the East daily.

DEPART	TIME SCHEDULES Portland, Or.	ARRIVE
Chicago Portland Special 5:30 a. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	6:30 p. m.
Atlantic Express 8:35 p. m. via Huntington.	St. Paul Fast Mail.	10:30 a. m.
St. Paul Fast Mail 6:00 p. m. via Spokane	Atlantic Express.	7:35 a. m.

OCEAN AND RIVER SCHEDULE FROM PORTLAND.

5:00 p. m.	All sailing dates subject to change For San Francisco—Sail every 5 days.	5:00 p. m.
Daily Ex. Sunday 8:00 p. m. Saturday 10:00 p. m.	Columbia River Steamers. To Astoria and Way Landings.	5:00 p. m. Ex. Sunday
6:45 a. m. Mon., Wed. and Fri.	Willamette River. Salem, Independence, Corvallis and way landings.	2:30 p. m. Tues., Thu., Sat.
7:00 a. m. Tues., Thurs. and Sat.	Yamhill River. Oregon City, Dayton and way landings.	4:30 p. m. Mon., Wed. and Fri.
Lv. Riparia 4:00 a. m. Daily except Saturday	Snake River. Riparia to Lewiston	Lv. Lewiston 8:00 a. m. Daily except Friday.

A. L. CRAIG,

General Passenger Agent, Portland, Or.

CORVALLIS & EASTERN RAILROAD.

Time Card No. 24

No. 2 for Yaquina:
Leaves Albany.....12:45 p. m.
" Corvallis.....2:00 p. m.
Arrives Yaquina.....6:20 p. m.

No. 1 returning:
Leaves Yaquina.....6:45 a. m.
" Corvallis.....11:30 a. m.
Arrive Albany.....12:15 p. m.

No. 3 for Detroit:
Leaves Albany.....7:00 a. m.
Arrives Detroit.....12:20 a. m.

No. 4 from Detroit:
Leaves Detroit.....1:00 p. m.
Arrives Albany.....5:55 p. m.

Train No. 1 arrives in Albany in time to connect with the S. P. south bound train, as well as giving two or three hours in Albany before the departure of the S. P. north bound train.

Train No. 2 connects with the S. P. trains at Corvallis and Albany giving a direct service to Newport and adjacent beaches.

Train No. 3 for Detroit, Breitenbush and other mountain resorts leaves Albany at 7:00 a. m., reaching Detroit at noon, giving ample time to reach the Springs the same day.

For further information apply to
EDWIN STONE,
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THOS. COCKRELL, Agent, Albany.
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