

OREGON STATE ITEMS OF INTEREST

CROOK LAND SOLD.

Harriman Interests Secure Control of Big Irrigation Project.

Salem—The transfer of the Columbia Southern Irrigation company's interests in the Bend country to a newly formed corporation organized by men connected with the Harriman system is a sign pointing toward the construction of a railroad from some point on Harriman lines to the irrigation district in Crook county.

The Columbia Southern Irrigation company was largely backed by the same interests that built the Columbia Southern railway. The sale of the road to Harriman people has now been followed by the transfer of the irrigation company's interests in the 27,000 acres of land being reclaimed just west of the Deschutes river and north of the Tumbalo, in Crook county. This land is northwest of Bend and practically adjoining that being reclaimed by the Deschutes Irrigation & Power company.

The new company, known as the Columbia Southern Irrigating company, has filed articles in the State department with James E. Wilson, H. F. Connor and W. R. Litsenberg as incorporators. The capital stock is \$300,000. It is stated in the articles that the company proposes to take over the property and affairs of the Columbia Southern Irrigation company.

SHEEP SENT EAST.

Trade From Southeastern Oregon Brings in \$2,000,000.

Baker City—The active state of the sheep market this fall has been a matter of congratulation to that portion of Southeastern Oregon interested in this branch of the stock raising industry, although the estimates sometimes made, of \$3,000,000 having been brought into this country this season, are too much by half, according to the "sheep kings" of Eastern Oregon.

Miles Lee, recognized as Baker county's leading sheepman, and W. G. Ayre, another sheep king, from Durkee, Baker county, both state that about \$2,000,000 worth of sheep have been shipped from Eastern Oregon this year. Prices have ruled from \$1.75 to as high as \$3.50 in extreme cases. Considerable shipping has been done this year from Huntington and Ontario, these points being most convenient to Malheur and Harney counties. Freight rates to the Eastern markets are the same from these points as from those farther north along the O. R. & N.

Millions in Stumps.

Baker City—Two Russians named Solomon are here from the East investigating yellow pine stumps, from which they claim to have a process for manufacturing turpentine and tar. They say there is millions in it, and are now in the hills surveying stumps. They must have decayed stumps, the theory being that old yellow pine stumps absorb chemicals from the ground. Four and one-half cords of stumps make \$150 worth of turpentine and tar, and the process can be repeated 16 times a month. It is believed local capital will interest itself in the enterprise.

Looking for Seining Grounds.

Astoria—A representative of Puget sound parties has been here during the past few days conferring with the owners of some of the principal independent seining grounds in the Columbia river, in an effort to secure options and property. As near as can be learned, a company is being organized on Puget sound to erect a salmon cannery on the Columbia, but before any definite steps are taken the company desires to obtain possession of a number of seining grounds as the principal source from which to secure its fish.

Expects Much From Fulton.

Coquille—Coquille valley is expecting much from the recent visit of Senator Fulton, who has just returned to his home in Astoria. Everything was done to make the few days spent by the senator in this vicinity not only pleasurable to himself, but also profitable to the valley and Coos bay. The junior senator was given every opportunity to familiarize himself with the growing needs of the Coquille river and Coos bay.

Wide Ledge Near Railroad.

Eugene—More excitement has been caused in the Mohawk valley by the discovery of another gold bearing quartz ledge near Marcola, on the Wendling branch of the Southern Pacific railroad. The Hyland Bros., who operate a sawmill near Marcola, found a ledge 32 feet wide. Samples of the ore assayed went from \$1.50 up to \$7.50 per ton. It is probable this ledge will be developed.

Hop Sales at Silvertown.

Silvertown—Lachmund & Co., of Salem, bought 107 bales of hops of N. A. Snell at 8 cents, and Wolf & Son, of this place, bought 51 bales of Peter Olson at 9 1/2 cents and 54 bales of S. C. Rue at the same price. They bought 49 bales of J. Amberg at 9 cents. Buyers are reticent about reporting sales. Only prime hops are being sold.

Start Timber Tests Soon.

University of Oregon, Eugene—Expert Knapp, representative of the government in charge of the timber testing station, has arrived in Eugene and will commence experiments as soon as the big testing machine is installed in the new building. Carpenters expect to have the structure ready for the machine in a few days.

KLAMATH LAND IS SELLING.

Denver Capitalist Gets Fine Tract of 1,800 Acres.

Klamath Falls—Land in the Klamath basin is now being sought after by big speculators as well as the man who is looking for an ideal place to build a home and rear a family. The order from Washington, D. C., calling for the placing of bids for the work on the main canal of the Klamath irrigation project, is bringing in investors by the score, and local land agents are having their hands full to handle the would-be purchasers.

The latest deal of moment in realty was closed this week, when C. E. Wantland, of Denver, Colo., land agent for the Union Pacific railroad, closed a deal whereby he and others became owners of the Mitchell tract of 1,800 acres, lying two miles below Klamath Falls. The price paid for this tract was \$40,000. Charles W. Eberline, of New York, land agent for the Southern Pacific, who is now stationed at San Francisco, was also here this week looking over the country and inquiring about land values. What his mission was is not yet given out.

Land values in the basin have remained practically the same for several months, the prospect of irrigation not having affected them so far to a great extent.

Will Have Mutual Phones.

Oregon City—Stock is being subscribed liberally by Oregon City business men towards a corporation for installing a mutual telephone exchange in this city as the connecting link to the successful operation of the rural telephone system in Clackamas county. It is proposed to form a company with a capital stock of \$7,500 and install an exchange having 150 phones. This exchange has been petitioned for by subscribers to the various rural telephone companies throughout the county. At the rate stock in the proposed company is selling, the company will be organized in a few days.

Work Progresses at Waldo Lake.

Eugene—Engineer Simon Klov Dahl, in charge of the preliminary work of constructing a large reservoir at Waldo lake, on the summit of the Cascade mountains, for an irrigating system to be installed by A. E. Black and his associates in the Upper Willamette valley, is now in Eugene and reports two feet of snow have fallen at the summit in the last two weeks. His crew has completed a good trail from the road to the lake; has built a house for the winter; has commenced work on a big canal to tap and drain the lake.

All Fruit Crops Are Light.

Freewater—Judge Geer, Oregon state horticultural commissioner, spent several days in this section last week, and while here was the guest of John S. Vinson. He reports light fruit crops in general over the entire state. Although the Freewater crop was lighter than usual, good prices prevailed and fruit ranchers realized as large profits as in the previous years. Mr. Geer appointed Howard Evans of this place fruit inspector for this vicinity.

Eastern Money for Railroads.

Baker City—Articles of incorporation of the Ontario & Idaho railroad have been filed in Boise by N. C. Richards, an attorney of Sumpter. Wheeler & Co., of New York, capitalists, who are interested in Sumpter mines, are said to be behind the project, which is to build a railroad from Ontario to Emmett, Idaho. It is reported the Vale railroad, recently incorporated to build to a connection with the Oregon Short Line, is backed by Banker Savage, of Chinook, Mont.

PORTLAND MARKETS.

Wheat—Club, 75c per bushel; bluestem, 75c; valley, 74 @ 75c; red, 69@70c.
Oats—No. 1 white feed, 28c; gray, 25c per ton.
Barley—Feed, \$21.50@22; brewing, \$22@22.50; rolled, \$22.50@23.
Rye—\$1.50@1.60 per cental.
Hay—Eastern Oregon timothy, \$15@16 per ton; valley timothy, \$11@12; clover, \$8@9; grain hay, \$8@9.

Fruits—Apples, \$1@1.50 per box; huckleberries, 7c per pound; pears, \$1.25@1.50 per box; grapes, \$1@1.75 per box; Concord, 15c per basket; quinces, \$1 per box.
Vegetables—Beans, wax, 10@12c per pound; cabbage, 1@1 1/4c pound; cauliflower, \$1.25@1.50 dozen; celery, 75c per dozen; corn, 50c per sack; cucumbers, 50@60c per dozen; pumpkins, 3/4 @1c; tomatoes, \$1 per crate; squash, 3/4 @1c per pound; turnips, 90c @1 per sack; carrots, 65@75c per sack; beets, 85c@1 per sack.

Onions—Oregon yellow Danvers, \$1.25 per sack.
Potatoes—Fancy, 75c per sack; ordinary, 55@60c; Merced sweets, sacks, \$1.90, crates, \$2.15.

Butter—Fancy creamery, 25@30c.
Eggs—Oregon ranch, 32@32 1/2c.
Poultry—Average old hens, 10@11c; young roosters, 9@10c; springs, 11c; dressed chickens, 12@14c; turkeys, live, 17@18c; geese, live, 8@9c; ducks, 14@15c.

Hops—Oregon 1905, choice, 8@11c; olds, nominal, 7 1/4 @10c.

Wool—Eastern Oregon average best, 19@21c; lower grades down to 15c, according to shrinkage; valley, 25@27c per pound.

Beef—Dressed bulls, 1@2c per pound; cows, 3@4c; country steers, 4@4 1/2c.
Veal—Dressed, fancy, 6 1/2 @7c, per pound; ordinary, 4@5c; lambs, 7@7 1/2c.

Pork—Dressed, 6@7 1/4c per pound.

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No. 2 for Yacine—
Leaves Albany..... 12:45 P M
Leaves Corvallis..... 1:45 P M
Arrives Yacine..... 5:45 P M

No. 1 returning—
Leaves Yacine..... 7:15 A M
Leaves Corvallis..... 11:30 A M
Arrives Albany..... 12:15 P M

No. 3 for Albany-Detroit—
Leaves Albany for Detroit..... 7:30 A M
Arrives Detroit..... 12:30 P M

No. 4 from Detroit—
Leaves Detroit..... 1:30 P M
Arrives Albany..... 6:30 P M

No. 5 for Albany—
Leaves Corvallis..... 6:30 A M
Arrives Albany..... 7:10 A M

No. 6 for Corvallis—
Leaves Albany..... 2:40 P M
Arrives Corvallis..... 5:40 P M

No. 7 for Albany—
Leaves Corvallis..... 6:00 P M
Arrives Albany..... 6:40 P M

No. 8 for Corvallis—
Leaves Albany..... 9:15 P M
Arrives Corvallis..... 9:55 P M

Train No. 1 arrives in Albany in time to connect with the S. P. south bound train.

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

Train No. 3 leaves Albany for Detroit at 7:30 a. m. arriving there in ample time to reach the Breitenbush Hot Springs the same day.

Train No. 4 between Albany and Detroit connects with the Eugene Local at Albany, also with Local from Corvallis.

Train No. 5 leaves Corvallis at 6:30 a. m., arrives at Albany at 7:10 a. m. in time to catch Eugene Local to Portland and train to Detroit.

Train No. 6 leaves Albany for Corvallis at 2:40 p. m., after the arrival of S. P. northbound Overland.

Train No. 7 leaves Corvallis at 6:00 p. m., arrives in Albany at 6:40 p. m. in time to connect with Local for Eugene and way points.

Train No. 8 leaves Albany for Corvallis at 9:15 p. m., after the arrival of the S. P. Local from Portland.

For further information apply to
J. C. MAYO,
General Passenger Agent.

THOS. COCKRELL, Agent, Albany.
H. H. CRONISE, Agent, Corvallis.

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St. Paul Fast Mail 6:15 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	7:15 a. m.

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