

# NEW HILL ROAD DONE

## Driving of Golden Spike Marks Completion of North Bank.

### EXCURSION RUN FROM VANCOUVER

Ceremony Took Place at Sheridan's Point, West of Stevenson—Site of Old Blockhouse.

Vancouver, Wash., March 12.—In the presence of 500 cheering people, who traveled 50 miles to witness the ceremony, the golden spike was driven in the North Bank road yesterday afternoon. The exercises were held at Sheridan's Point, three miles west of Stevenson, Wash., and although they occupied but a few minutes, were impressive. The driving home of the golden spike was regarded by the spectators as signaling the dawn of a new epoch in the railroad history of the Pacific coast.

The gray old mountains that looked down on the coming of the tiny canoes of Lewis and Clark, over 100 years ago, stand all around the spot where the last spike was driven yesterday. Almost on the very place where the last rail was laid, an old blockhouse, erected by pioneers, withstood the repeated attacks of Indians and after it had served its purpose, was washed away by a flood in the Columbia river.

The special train that was run to Lyle yesterday over the new Spokane, Portland & Seattle railway was made up at Vancouver, and the people who attended the ceremony of driving the spike were guests of the business interests of Vancouver and the new railroad.

The driving of the golden spike took place on the trip up the river, the train being halted at Sheridan's Point for the purpose. E. E. Beard, editor of the Vancouver Columbian, was master of ceremonies and held the golden spike that was to be the final bond linking the Inland Empire with the cities of the seaboard. He introduced Mayor Green, of Vancouver, who made a short talk.

George H. Himes, secretary of the Oregon Historical society, was introduced and dwelt on the historic significance of driving the golden spike of the new road where the pioneers took refuge from the attacks of the Indians.

Charles H. Carey, of Portland, counsel for the Hill lines in this territory, was called upon and responded with a speech.

The golden spike was then driven. Judge Carey struck the first blow, and handed the gilded hammer over to Mayor Green, who, in turn, gave way to George H. Himes. Superintendent Forest, of the new road; H. Fairchild, representing Governor Mead, of Washington, who was unable to be present; C. T. Giesentanner, editor of the Pasco Express, representing the present terminus of the North Bank road; H. M. Adams general freight and passenger agent for the new line; Major McGischlin, of the United States army; Richard Porter, of the contracting firm of Porter Bros. & Welch, who constructed the new line; James P. Stapleton, of Vancouver, tapped the spike in turn, and N. D. Miller, chief engineer, was called upon to drive the spike home. As he did so he was loudly cheered, and the new road was formally completed.

The track was completed on Washington's birthday, but the golden spike was driven at the point where the last rail was laid. The line will be opened for traffic next Monday morning from Vancouver to Pasco, a distance of 221 miles. Work is now going forward on the line between Pasco and Spokane, making the total length of the road when completed, 350 miles. It is expected to have the entire line in operation between Portland and Spokane by the end of the present year. Trains over the road will be running into Portland, it is expected, by next June, upon completion of bridges across the Columbia and Willamette rivers.

### New Line in California.

Los Angeles, March 12.—Articles of incorporation of the Los Angeles & San Francisco Short Line Railroad company, with a capital stock of \$2,000,000 were filed here yesterday. The purpose of the company is to build a line to San Francisco, cutting off almost 100 miles from the distance covered by any of the roads now constructed between here and the Northern city. This line has already been surveyed. It is said that Eastern capitalists are behind the proposition. Connection with the Western Pacific is denied.

### Plague Again Breaks Out.

San Francisco, March 12.—Two plague cases were discovered this morning, one well defined and the other subject to some doubt. The patients were immediately isolated and every precaution taken to prevent further spread of the contagion from the victims of the disease.

### JOKER IS FOUND.

#### Townsend Exposes Trickery in S. P. Land Grant Suit

Washington, March 12.—At today's meeting of house public lands committee, alleged "innocent purchasers" of Oregon & California railroad land and their counsel were heard at length in behalf of the amendment to the Fulton resolution which would ostensibly validate practically every sale heretofore made by the railroads, but cross-questioning of the witnesses by B. D. Townsend, who investigated the land grant clearly developed the fact that the proposed "innocent purchasers" amendment contains a joker which in reality would have fully protected the railroad company against any suit which the department of justice might institute. The entire day was devoted to the hearing, and on Saturday Mr. Townsend will be heard in behalf of the resolution as it passed the senate and in opposition to all "innocent purchasers" amendments.

In practically every argument made it was notable that counsel laid far more stress upon the interests of the railroad company than upon the interests of their purported clients, yet each one, when cross-questioned disavowed any interest in the railroad company's affairs. In connection with the pleas of attorneys, it was observed that General Land Agent Eberline, of the Southern Pacific, who blocked sales of railroad land in and after 1902, was present, together with L. E. Payson, eastern counsel for the Harriman railroads, and Mr. Rich, a New York banker, who holds \$20,000,000 of the Oregon & California company's bonds. Yet no one professing to represent the railroad availed himself of the opportunity to make a statement.

Various counsel for purchasers of railroad land were requested to suggest a form of amendment which would protect all innocent purchasers for value who are not guilty of fraud. None of these amendments made any distinction as to who these purchasers might be.

Mr. Townsend called attention to the fact that in 1870 the East Side Co. conveyed its entire grant to the Oregon & California Co., so that the company, under the proposed amendments, could be regarded as a "purchaser for value and without fraud." The same is true of the West Side grant under the sale of 1880. Moreover there are two trust deeds of 1881, which convey the entire land grant to the preferred stockholders without condition. Again the "innocent purchasers."

On July 1, 1887, a \$20,000,000 mortgage was given to the Union Trust Co. Upon cross-examination by Mr. Townsend it was admitted by the attorneys that if any of the amendments proposed by them should be adopted, it would validate all these conveyances and thus defeat the entire suit of the government against the railroad company. Not one amendment was proposed in the name of "innocent purchasers" which would not fully protect the railroad company.

### MRS. ROOSEVELT ATTENDS

#### Guest at Convention on the Welfare of Children

Washington, March 12.—The appearance of the first lady of the land served to attract a large attendance at today's session of the first international congress on the welfare of the child which is being held under the auspices of the National Mothers' Congress. Mrs. Roosevelt, who is a life member of the Mothers' Society, was accompanied by Mrs. Cowles, wife of Admiral Cowles, and sister of President Roosevelt, and her secretary, Miss Hagner.

The distinguished guest was accorded a most cordial welcome and appeared to be deeply interested in the proceedings. In introducing Mrs. Roosevelt to the audience, Mrs. Schoff, of Philadelphia, president of the Mothers' Congress, declared "it is due to President Roosevelt that the Mothers' Congress idea has spread to the uttermost part of the civilized world."

### Champions of Pacific Fleet.

Marine Island, Cal., March 13.—It is learned here that the cruiser Maryland, Captain Chauncey Thomas, will be awarded the trophy for the best showing made by battleship class vessels during the recent practice at Magdalena Bay. All ships of this class made a better showing than at target practice on the Eastern coast, the Maryland far distancing all others. In practice with six-inch guns the St. Louis made the highest average, with the Maryland and Charleston making a second record with a tie.

### Chicago Closes School Firetraps

Chicago, March 13.—Because of violations of the fire ordinances the two upper floors of the St. Agnes school were closed summarily yesterday by the building commissioner. The other buildings were declared to be in a condition which menaced the safety of their occupants.

# OREGON STATE ITEMS OF INTEREST

### FREE OF SCAB

#### Eastern Oregon Sheep so Healthy That Dipping Will Be Omitted.

Pendleton.—At a called meeting of the board of sheep commissioners held in this city, a proclamation was issued declaring the annual dipping for the spring of 1908 unnecessary and that it need not be observed. According to the report made by State Sheep Inspector Lytle and Dr. S. W. McClure, head of the bureau of animal industry in the northwest, the state is practically free from scab. A few cases were reported in the Willamette Valley early in the winter, but these have all been attended to. In Umatilla county, where two years ago there were 60,000 head of scabby sheep, there is not a single case of scab today. The only case reported lately in Eastern Oregon was a band of 176 bucks in Lake county, and these have now been dipped.

The commission made a regulation requiring railroads shipping sheep into the state to notify the secretary of the board of sheep commissioners so the animals can be inspected. A resolution was also passed favoring a bounty law for the state of Oregon, holding that it is necessary for the protection of the sheep industry. The commission will use its best endeavors to secure the passage of such a law at the next session of the legislature.

All the members of the commission were present at the meeting, President T. F. Boylen having arrived from Denver a couple of days ago, and W. H. Steustoff coming in from Salem this morning.

### PLANT NEW NUT IN YAMHILL

#### Fifty California Pistachio Received at McMinnville.

McMinnville.—The Walnut club, of this city, has received through its secretary, W. H. Latourette, a present of 50 pistachio nut trees from the government experimental farm at Chico, Cal., for distribution to the members of the club. The pistachio is a native of Western Asia, but is grown in England and France. It is believed that the similarity of the Willamette valley climate to those two countries will insure the successful growing of the nuts here. The nuts are very high priced, and are used principally for flavoring the more expensive confectionery.

The Walnut club is active in introducing new varieties of products to the soil of this vicinity. Last year a few olive trees were set out on tracts of land owned by its members, and this spring a great many more are being planted. It has been proven that the almond tree will flourish here and bear an excellent quality of nuts. The fig, likewise, has equalled the California fig in excellence, and yet the possibilities of Yamhill climate and soil have been but half tested.

### Import Burros for Miners

Grants ass.—Eight-six burros or jacks for packing miners' supplies into the hills have been received here by E. R. Stewart and George Reed. These little animals were shipped from El Paso, Texas, and spent 14 days on the road. They came through in fairly good condition, except in one instance in Arizona, where they were kept for 90 hours without water. The burros are considered a safe and reliable animal, and are exceedingly strong and well designed for pack animals in the brush and through the mountains.

### Objects to High Rates

Salem.—Complaint has been made to the railroad commission by H. S. Gile & Co., of this city, that the Southern Pacific company has unwarrantedly raised the rates on citrus fruits from San Francisco during the past year from 40 cents to 60 cents, and from Portland for the same commodity from 16 cents to 25 cents, and on sweet potatoes from 10 cents to 19 cents. Gile & Co. claim these increases have practically ruined their trade in California citrus fruit.

### La Grande After Settlers

LaGrande.—At least 25 families from Idaho will arrive in LaGrande this week with a view to securing homes in the valley. A local real estate firm has had a missionary employed in Idaho and the state of the Middle West during the past winter.

### Harriman in Harney

Burns.—P. A. Worthington, representing the Oregon Eastern railroad, is here filing at the United States land office the amended maps of a railroad survey and location through Malheur and Harney counties. While he claims to know nothing of the intentions of the Harriman company, his presence gives rise to much talk of early construction.

### More Water for Vale

Vale.—The newly elected members of the city council were sworn in Monday night. The city irrigation system was investigated and a new steel flume across Bully Creek ordered. The new flume is to be 48 inches in diameter and will carry sufficient water at all times for the proper supply of the city's needs.

### FIND FILTHY PUS IN MILK

#### Startling Report After Analysis at State College.

Corvallis.—Samples of milk received for analysis during the past week at the bacteriological department at the college have been unusually noticeable for filth. Seven of them from various parts of the state contained pus. One held the foreign matter in such quantities that it is estimated to have contained one-tenth of 1 per cent. Professor Pernott's attention was attracted by the unusual amount, and he made inquiries of the owner of the animal and ascertained that there was a large lump several inches in diameter on the body of the cow, near the udder. It was supposed to have developed from an injury received from the horns of another cow, and had developed into an abscess. It was, of course, the explanation of the pus in the milk. The milk was in use when the sample was sent to the laboratory. Of the six other samples in which pus developed, the quantity was much smaller. In these the history of the cases was not learned.

Some time ago at the laboratory samples of cream offered at an Oregon creamery were analyzed. They had a strong smell that was carried into the butter product. Analysis disclosed that the foreign substance was barn filth, due to probable uncleanness in milking. A report resulted in changed conditions in the dairies from which the cream was shipped.

### Telephone Company Loses

Portland.—Oregon and the initiative and referendum law has won the first round in the fight being made by the Pacific States Telephone & Telegraph company, and the Sunset Telephone company, to declare the constitutional amendment permitting the initiative invalid and contrary to the constitution of the United States. Judge Cleland in the Circuit court has sustained the demurrer of the state in the case of the state against the Pacific States company, thus upholding the contention of the state. Notice of appeal was given and the case will be taken to the Supreme court at Salem as soon as possible. From there it will be taken to the United States Supreme court, it being assumed, in view of former decisions by the Oregon court, that the ruling will be for the state and against the company.

### Colonists From East

Baker City.—The West bound trains are beginning to be heavily loaded with colonist travel from the Middle states and the East. The regular trains are unable to carry the loads and extra sections are run. It is not uncommon for a train comprising 16 coaches to pull through Baker on its way to the Coast. This section is getting its share of the homeseekers, it is thought, but the railroads have given Portland and other Coast points the same rate that Baker and Eastern Oregon points receive, and this of itself has a tendency to make the colonist go through to the Coast, because it costs no more.

### PORTLAND MARKETS.

Wheat—Club, 83c; bluestem, 85c; valley, 83c; red, 81c.  
Barley—Feed, 26c per ton; rolled, 22c@30c per ton.  
Oats—No. 1 white, 28c; gray, 28c per ton.  
Corn—Whole, 32c 50; cracked, 33c 50.  
Hay—Valley timothy, No. 1, 17c@18c per ton; Eastern Oregon timothy, 20c@21c; clover, 14c@15c; chest, 15c; grain hay, 14c@15c; alfalfa, 12c@13c; vetch, 14c.  
Fruits—Apples, 11c@13c per box, according to quality; cranberries, 48c@11c per barrel.  
Vegetables—Turnips, 75c per sack; carrots, 65c per sack; beets, 41c per sack; asparagus, 25c per pound; cabbage, 13c per pound; cauliflower, 11.75c@12c; celery, 4c 25@4.75c per crate; parsley, 20c per dozen; peppers, 17c per pound; radishes, 30c per dozen; rhubarb, 5c per pound; spinach, 10c per pound; sprouts, 10c per pound; squash, 1c@1 1/4c per pound.  
Onions—Oregon, 2c 50 per hundred.  
Potatoes—40c@60c per hundred, delivered Portland; sweet potatoes, 3c 50 @3.75c per hundred.  
Butter—Fancy creamery, 30c@35c per pound.  
Poultry—Average old hens, 14c@15c per pound; mixed chickens, 13c@13 1/2c; spring chickens, 16c@18c; turkeys, live, 14c@15c; dressed, choice, 16c@17c; geese, live, 9c@10c; ducks, 15c@16c; pigeons, 7c@8c; squabs, 11.50c@12c.  
Eggs—Fresh ranch, 17c@17 1/2c per dozen.  
Veal—75 to 125 pounds, 9c@9 1/2c; 125 to 150 pounds, 7c; 150 to 200 pounds, 6c@6 1/2c.  
Pork—Block, 75 to 150 pounds, 7c@7 1/2c; pickers, 6c@6 1/2c.  
Hops—1907, prime and choice, 4 1/2c@6c per pound; old, 1c@2c per pound.  
Wool—Eastern Oregon, average best, 18c@20c per pound, according to shrink age; valley, 18c@20c per pound, as ording to fineness; mohair, choice, 29c@30c.

### NEW PACKING PLANT.

#### Plan to Spend Million and a Half in Portland.

Portland, March 11.—Schwarzchild & Sulzberger, the biggest independent firm of meat packers in the United States, will build a packing plant in South Portland costing \$1,500,000 if the council will permit the establishment to be located within the city limits. An ordinance will be presented to the council today for passage, granting the firm the right to construct and operate a modern packing plant on the present site of the Zimmerman Packing company's establishment. An option is held on the Zimmerman plant by the Schwarzchild & Sulzberger interests. The plant to be erected in South Portland will be a duplicate of the Schwarzchild & Sulzberger establishment in Chicago, one of the most complete in the world. It is thoroughly up to the standards of such plants anywhere, and, although not so large as their packing house in Kansas City, is said to be a model in construction. The capacity of the Portland establishment will be 10,000 cattle, 25,000 hogs and 15,000 small stock a week.

The completion of the plant will require between a year and 14 months. Machinery must be ordered from the East, and its manufacture will require at least six months. When the machinery is delivered the erection of the packing house will be begun, for the machinery must be built into the houses. If the permit desired is given by the council, the option on the Zimmerman site will be closed at once and the contract let for the machinery.

### FACTS SLIP OUT.

#### Serious Defects in Naval Construction, Say Officers.

Washington, March 11.—That there are serious defects in the construction of American battleships was charged yesterday by Captain C. McR. Winslow, assistant chief of the bureau of navigation of the Navy department, and Commander A. L. Key, former naval aide to President Roosevelt. The former officer said the ships under Admiral Evans were all over-draft when they left Hampton roads. He defended Admiral Rojestvensky for taking the Russian ships into battle with the Japanese with full bunkers of coal, saying that the Russian commander could not have done otherwise, for he did not know how far he would be compelled to steam.

Commander Key attempted to direct the form of his own testimony and incurred the displeasure of the committee on that account. He criticized the armor belt and the gun decks as being too low and the ammunition hoists as unsafe. He attempted to dispute the testimony of other officers, especially Chief Constructor Capps, but was not permitted to do so. Finally the committee held an executive session, at which it was decided that Commander Key should be heard today, but that his criticism should be confined to ships and not directed against officers.

### FINDS NO EXCUSE.

#### Coroner Says some Person is Responsible for Disaster

Cleveland, O., March 11.—"The loss of the lives of little children in the Collinwood school fire was absolutely inexcusable," Coroner Burke declared today after making a thorough investigation. "The poor little children were caught in a veritable trap and held and tormented until burned to death," he said. "Some one is responsible for this and should be held. I am not prepared yet to say upon whom the blame should be placed. Before I can charge anyone with this horrible responsibility I must review the evidence carefully and deliberately."

"I find that the steam pipes caused the fire by being placed too close to the wood. There is no doubt in my mind that the overheated pipes caused the fire."

Another body was recovered from the ruins today, making the total 166.

### Wanted Drawings Made.

Ely, Nev., March 11.—A Japanese was arrested at Ripetown, a few miles from this city, last night, after a hard struggle. Clinton, who is an expert draughtsman, was in a saloon when approached by the Japanese, who, after talking on various subjects, finally asked Clinton if he would go with him to San Francisco and get drawings of the fortifications there, assuring Clinton he would pay him well. Clinton indignantly refused and held on to the Japanese until officers arrived. The Japanese is now in jail.

### Dynamite Car Explodes.

Denver, Colo., March 11.—A News special from Buford, Wyo., says a car of dynamite exploded there tonight from some unknown cause, wrecking several frame houses near by and destroying a number of freight cars. As far as known no one was killed or injured.

# AROUND THE WORLD

## American Battleship Fleet Will Make the Circuit.

### LEAVE SAN FRANCISCO JULY 6

#### Disappointment on Coast—Fail Target Practice in Philippine Waters—Japan Not on Route

San Diego, Cal., March 14.—News that the "American battle fleet" is to undertake a tour of the world within two months after its arrival at San Francisco on May 5 was flashed by wireless telegraph to the 16 battleships of Admiral Evans' command at Magdalena Bay late last night by the government station on Point Loma. There is every reason to believe that it was received on board the vessels by officers and crews alike with the greatest degree of satisfaction.

Admiral Evans, who will relinquish command of the fleet during its forthcoming stay at San Francisco, and who goes on the retired list when he attains the age of 62 years in August, was expecting some official word from Washington on the subject of the future movements of the fleet, and it was in view of this and to enable the department to prepare its program that he sent the message the night of his arrival at Magdalena Bay, to the effect that the ships could start on any morning at a day's notice and were in far better shape as to machinery and efficiency of crews than on the day of sailing from Hampton Roads.

Washington, March 14.—Admiral Evans' battleship fleet, after leaving San Francisco, will visit Hawaii, Samoa, Melbourne and Sydney, Australia; the Philippines and return to New York by way of the Suez Canal.

Secretary Metcalf announced the future movements of the fleet after the cabinet meeting today. It will leave San Francisco on July 6 "for our Pacific possessions," as Mr. Metcalf styled it. The vessels will first touch at Hawaii, where they will coal. After that they will go to Samoa, following with a visit to Australia. They will stop at the cities of Melbourne and Sydney, the invitation of the Australian government to visit that country having been supplemented by a more cordial one from the British Ambassador, Mr. Bryce.

Leaving the Australian waters, the vessels are to go to Manila, and while in the Philippines, the annual fall target practice will be held. Thence they will return to the United States by way of the Suez canal, stopping only at such ports as are necessary for coaling purposes. The date of their return to the States depends entirely upon the amount of time required for the target practice in the Philippines. The visit of the battleships to Puget Sound will be made some time between the conclusion of the grand review in San Francisco Bay, on May 8, and the date of the sailing over the Pacific.

Secretary Metcalf said that the battleships would remain in San Francisco until May 22, during which time they would fill their bunkers with coal. According to the present plan, the entire fleet will go up to Puget Sound, and some of the ships may be sent over to Vancouver, all returning to San Francisco, however, before departing for home. Admiral Evans will retire in August by operation of law. Secretary Metcalf said that no decision had yet been arrived at as to who would succeed him in command of the fleet on its voyage homeward.

Mr. Metcalf today made public a copy of a letter addressed to Secretary Root, March 2, by Ambassador Bryce supplementing the invitation extended by Sir Alfred Deakin in behalf of the Commonwealth of Australia for the battleships to visit that country on their return to the United States.

Orders were issued at the navy department today assigning officers to duty in connection with fitting out the torpedo boats Davies, Farragut and Fox.

### Wrecking Navy - Days

San Francisco, March 14.—The protected cruisers Charleston, St. Louis and Milwaukee, which arrived from Magdalena Bay today, utilized a portion of their run up the Coast for an annual endurance test which resulted in disaster for the Milwaukee and the flagship Charleston. The test requires a speed of 20 knots maintained for eight consecutive hours. All went well for the first few hours as the three white cruisers dashed through the Santa Barbara channel until suddenly the flagship dropped behind, soon to be followed in misfortune by the Milwaukee.

### Germany Takes Notice

Berlin, March 14.—The German naval critics are commenting upon the wonderful feat of seamanship displayed in the 12,000-mile voyage of the American battleship fleet under the command of Rear-Admiral Evans and its arrival at Magdalena Bay four days ahead of its scheduled time without a ship being disabled. They consider it proof of excellent material as well as of personnel.