MESSAGE IN BRIEF

Chief Points in Roosevelt's Recommendations to Congress.

The following are the chief points brought out in the message of the president to the second session of the sixtieth congress:

The financial standing of the nation at the present time is excellent, and the financial management of the nation's interests by the government during the last seven years has shown the most satisfactory results. But our currency system is imperfect, and it is earnestly to be hoped that the currency commission will be able to propose a thoroughly good system which will do away with the existing defects.

As regards the great corporations engaged in interstate business, and especially the railroads, I can only repeat what I have already again and again said in my messages to the congress. I believe that under the interstate clause of the constitution the United States has complete and paramount right to control all agencies of interstate commerce, and I believe that the national government alone can exercise this right with wisdom and effectiveness so as both to secure justice from, and to do justice to, the great corporations, which are the most important factors in modern business.

The railways of the country should be put completely under the interstate commerce commission and removed from the domain of the anti-trust law. The power of the commission should be made thoroughgoing, so that it could exercise complete supervision and control over the issue of securities as well as over the raising and lowering of rates. As regards rates, at least, this power should be summary. The power to investigate the financial operations and accounts of the railways has been one of the most valuable features in recent legislation. Power to make combinations and traffic agreements should be explicitly conferred upon the railroads, the permission of the commission being first gained and the combination or agreement being published in all its details.

Rates must be made as low as is compatible with giving proper returns to all the employes of the railroad, from the highest to the lowest, and proper returns to the shareholders; but they must not, for instance, be reduced in such fashion as to necessitate a cut in the wages of the employes or the abolition of the proper and legitimate profits of honest shareholders.

Telegraph and telephone companies engaged in interstate business should be put under the jurisdiction of the interstate commerce commission.

Interstate commerce is now chiefly conducted by railroads; and the great corporation has supplanted the mass of small partnerships or individuals. The proposal to make the national government supreme over, and therefore to give it complete control over, the railroads and other instruments of interstate commerce is merely a proposal to carry out to the letter one of the prime purposes, if not the prime purpose, for which the constitution was founded.

There are many matters affecting labor and the status of the wage-worker to which I should like to draw your attention, but an exhaustive discussion of the problem in all its aspects is not now necessary.

The congress should without further delay pass a model employers' liability law for the District of Columbia. The employers' liability act recently declared unconstitutional, on account of apparently including in its provisions employes engaged in intrastate commerce as well as those engaged in interstate commerce, has been held by the local courts to be still in effect so far as its provisions apply to the District of Columbia. There should be no ambiguity on this point. If there is any doubt on the subject, the law should be re-enacted with special reference to the District of Columbia.

I most earnestly urge upon the congress the duty of increasing the totally inadequate salaries now given to our judges. On the whole there is no body of public servants who do as valuable work, nor whose moneyed reward is so inadequate, compared to their work. Beginning with the supreme court, the judges should have their salaries doubled. It is not befitting the dignity of the nation that its most honored public servants should be paid sums so small compared to what they would earn in private life that the performance of public service by them implies an exceedingly heavy pecuniary sacrifice.

It is earnestly to be desired that some method should be devised for doing away with the long delays which now obtain in the administration of justice, and which operate with peculiar severity against persons of small means, and favor only the very criminals whom it is most desirable to punish. These long delays in the final decisions of cases make in the aggregate a crying evil; and a remedy should be devised. Much of this intolerable delay is due to improper regard paid to technicalities which are a mere hindrance to justice. In some noted recent cases this overregard for technicalities has resulted in a striking denial of justice, and flagrant wrong to the body politic.

Real damage has been done by the manifold and conflicting interpretations of the interstate commerce law. Control over the great corporations doing interstate business can be effective only if it is vested with full power in an administration department, a branch of the federal executive, carrying out a federal law; it can never be effective if a divided responsibility is left in both the states and the nation; it can never be effective if left in the hands of the courts to be decided by law suits.

If there is any one duty which more than another we owe it to our children and our children's children to perform at once, it is to save the forests of this country, for they constitute the first and most important element in the conservation of the natural resources of the country. There are, of course, two kinds of natural resources. One is the kind which can only be used as part of a process of exhaustion; this is true of mines, natural oil and gas wells, and the like. The other, and of course, ultimately by far the most important, includes the resources which can be improved in the process of wise use—the soil, the rivers, and the forests come under this head. Any really civilized nation will so use all of these three great national assets that the nation will have their benefit in the future.

All serious students of the question are aware of the great damage that has been done in the Mediterranean countries of Europe, Asia and Africa by deforestation. The similar damage that has been done in eastern Asia is less well known.

The lesson of deforestation in China is a lesson which mankind should have learned many times already from what has occurred in other places. Denudation leaves naked soil; then gullying cuts down to the bare rocks; and meanwhile the rock waste buries the bottom lands. When the soil is gone, men must go; and the process does not take long.

What has happened in northern China, what has happened in central Asia, in Palestine, in north Africa, in parts of the Mediterranean countries of Europe, will surely happen in our country if we do not exercise that wise forethought which should be one of the chief marks of any people calling itself civilized. Nothing should be permitted to stand in the way of the preservation of the forests, and it is criminal to permit individuals to purchase a little gain for themselves through the destruction of forests when this destruction is fatal to the well-being of the whole country in the future.

Action should be begun forthwith during the present session of the congress, for the improvement of our inland waterways—action which will result in giving us not only navigable, but navigated rivers. We have spent hundreds of millions of dollars upon these waterways, yet the traffic on nearly all of them is steadily declining. This condition is the direct result of the absence of any comprehensive and far-seeing plan of waterway improvement. Obviously we cannot continue thus to expend the revenues of the government without return. It is poor business to spend money for inland navigation unless we get it.

Inquiry into the condition of the Mississippi and its principal tributaries reveals very many instances of the utter waste caused by the methods which have hitherto obtained for the so-called "improvement" of navigation. A striking instance is supplied by the "improvement" of the Ohio, which, begun in 1824, was continued under a single plan for half a century. In 1875 a new plan was adopted, and followed for a quarter of a century. In 1902 still a different plan was adopted, and has since been pursued at a rate which only promises a navigable river in from 20 to 100 years.

Such shortsighted, vascillating and futile methods are accompanied by decreasing water borne commerce and increasing traffic congestion on land, by increasing floods and by the waste of public money. The remedy lies in abandoning the methods which have so signally failed and adopting new ones in keeping with the needs and demands of our people.

I urge that all our national parks adjacent to national forests be placed completely under the control of the forest service of the agricultural department, instead of leaving them as they now are, under the interior department and policed by the army. The congress should provide for superintendents with adequate corps of first-class civilian scouts or rangers, and, further, place the road construction under the superintendent, instead of leaving it with the war department. Such a change in park management would result in economy and avoid the difficulties of administration which now arise from having the responsibility of care and protecton divided between different departments.

I had occasion in my message of May 4, 1906, to urge the passage of some law putting alcohol, used in the arts, industries, and manufactures, upon the free list; that is, to provide for the withdrawal free of tax of alcohol which is to be denatured for those purposes. The law of June 7, 1906, and its amendment of March 2, 1907, accomplished what was desired in that respect, and the use of denatured alcohol, as intended, is making a fair degree of progress and is entitled to further encouragement and support from congress.

The pure food legislation has already worked a benefit difficult to overestimate.

It has been my purpose from the beginning of my administration to take the Indian service completely out of the atmosphere of political activity, and there has been steady progress toward that end. The last remaining stronghold of politics in that service was the agency system, which has seen its best days and was gradually falling to pieces from natural or purely evolutionary causes, but, like all such survivals, was decaying slowly in its later stages.

I again renew my recommendation for postal savings banks, for depositing savings with the security of the government behind them. The object is to encourage thrift and economy in the wage-earner and person of moderate means. In 14 states the deposits in savings banks as reported to the comptroller of currency amounts to $2,599,245,402, or 98.4 per cent of the entire deposits, while in the remaining 32 states there were only $70,208,543, or 1.6 per cent, showing conclusively that there are many localities in the United States where sufficient opportunity is not given to the people to deposit their savings. The result is that money is kept in hiding and unemployed. It is believed that in the aggregate vast sums of money would be brought into circulation through the instrumentality of the postal savings banks.

In my last annual message I commended the postmaster general's recommendation for an extension of the parcel post on the rural routes. The establishment of the local parcel post on rural routes would be to the mutual benefit of the farmer and the country storekeeper, and it is desirable that the routes, serving more than 15,000,000 people, should be utilized to the fullest practicable extent. An amendment was proposed in the senate last session, at the suggestion of the postmaster general, providing that, for the purpose of ascertaining the practicability of establishing a special local parcel post system on the rural routes throughout the United States, the postmaster general be authorized and directed to experiment and report to the congress the result of such experiment by establishing a special local parcel post system on rural routes in not to exceed four counties in the United States for packages of fourth class matter originating on a rural route or at the distributing postoffice for delivery by rural carriers. It would seem only proper that such an experiment should be tried in order to demonstrate the practicability of the proposition, especially as the postmaster general estimates that the revenue derived from the operation of such a system on all the rural routes would amount to many million dollars.

The share that the national government should take in the broad work of education has not received the attention and the care it rightly deserves. The immediate responsibility for the support and improvement of our educational systems and institutions rests and should always rest with the people of the several states acting through their state and local governments, but the nation has an opportunity in educational work which must not be lost, and a duty which should no longer be neglected.

I strongly urge that the request of the director of the census in connection with the decennial work so soon to be begun, be complied with and that the appointments to the census force be placed under the civil service law, waiving the geographical requirements as requested by the director of the census. The supervisors and enumerators should not be appointed under the civil service law, for the reasons given by the director. I commend to the congress the careful consideration of the admirable report of the director of the census, and I trust that his recommendations will be adopted and immediate action thereon taken.

It is highly advisable that there should be intelligent action on the part of the nation on the question of preserving the health of the country. Through the practical extermination in San Francisco of disease-bearing rodents our country has thus far escaped the bubonic plague. This is but one of the many achievements of American health officers, and it shows what can be accomplished with a better organization than at present exists.

The dangers to public health from food adulteration and from many other sources, such as the menace to the physical, mental and moral development of children from child labor, should be met and overcome. There are numerous diseases which are now known to be preventable which are nevertheless not prevented. The recent international congress on tuberculosis has made us painfully aware of the inadequacy of American public health legislation. I therefore urgently recommend the passage of a bill which shall authorize a redistribution of the bureaus which shall best accomplish this end.

I recommend that legislation be enacted placing under the jurisdiction of the department of commerce and labor the government printing office.

All soldiers' homes should be placed under the complete jurisdiction and control of the war department.

Economy and sound business policy require that all existing independent bureaus and commissions should be placed under the jurisdiction of appropriate executive departments. It is unwise from every standpoint, and results only in mischief, to have any executive work done save by the purely executive bodies, under the control of the president; and each such executive body should be under the immediate supervision of a cabinet minister.

I advocate the immediate admission of New Mexico and Arizona as states. This should be done at the present session of the congress. The people of the two territories have made it evident by their votes that they will not come in as one state. The only alternative is to admit them as two, and I trust this will be done without delay.

I call the attention of the congress to the importance of the problem of the fisheries in the interstate waters. On the Great Lakes we are now, under the very wise treaty of April 11 of this year, endeavoring to come to an international agreement for the preservation and satisfactory use of the fisheries of these waters, which cannot otherwise be achieved.

But the problem is quite as pressing in the interstate waters of the United States. The salmon fisheries of the Columbia river are now but a fraction of what they were 25 years ago, and what they would be now if the United States government had taken complete charge of them by intervening between Oregon and Washington. During these 25 years the fishermen of each state have naturally tried to take all they could get, and the two legislatures have never been able to agree on joint action of any kind adequate in degree for the protection of the fisheries. At the moment the fishing on the Oregon side is practically closed, while there is no limit on the Washington side of any kind, and no one can tell what the courts will decide as to the very statutes under which this action and nonaction result. Meanwhile very few salmon reach the spawning grounds, and probably four years hence the fisheries will amount to nothing; and this comes from a struggle between the associated gill-net fishermen on the one hand, and the owners of the fishing wheels on the river.

The federal statute regulating interstate traffic in game should be extended to include fish. New federal fish hatcheries should be established. The administration of the Alaska fur seal service should be vested in the bureau of fisheries.

This nation's foreign policy is based on the theory that right must be done between nations precisely as between individuals, and in our actions for the last 10 years we have in this matter proven our faith by our deeds. We have behaved, and are behaving, toward other nations as in private life an honorable man would behave toward his fellows.

The work on the Panama canal is being done with a speed, efficiency and entire devotion to duty, which makes it a model for all work of this kind. No task of such magnitude has ever before been undertaken by any nation and no task of the kind has ever before been better performed. The men on the isthmus, from Colonel Goethals and his fellow commissioners through the entire list of employes who are faithfully doing their duty, have won their right to the ungrudging respect and gratitude of the American people.

I again recommend the extension of the ocean mail act of 1891 so that satisfactory American ocean mail lines to South Africa, Asia, the Philippines and Australasia may be established. The creation of such at once ship lines should be the natural corollary of the upbuilding of the battle fleet. It should precede the opening of the Panama canal. Even under favorable conditions several years must elapse before such lines can be put into operation. Accordingly I urge that the congress act promptly where foresight already shows that action sooner or later will be inevitable.

I call particular attention to the territory of Hawaii. The importance of those islands is apparent, and the need of improving their condition and developing their resources is urgent. In recent years industrial conditions upon the islands have radically changed. The importation of coolie labor has practically ceased, and there is now developing such a diversity in agricultural products as to make possible a change in the land conditions of the territory, so that an opportunity may be given to the small land owner similar to that on the mainland. To aid these changes, the national government must provide the necessary harbor improvements on each island, so that the agricultural products can be carried to the markets of the world. The coastwise shipping laws should be amended to meet the special needs of the islands, and the alien contract labor law should be so modified in its application to Hawaii as to enable American and European labor to be brought thither.

Real progress toward self-government is being made in the Philippine islands. The gathering of a Philippine legislative body and Philippine assembly marks a process absolutely new in Asia, not only as regards Asiatic colonies of European powers, but as regards Asiatic possessions of other Asiatic powers; and, indeed, always excepting the striking and wonderful example offered by the great empire of Japan, it opens an entirely new departure when compared with anything which has happened among Asiatic powers which are their own masters. Hitherto this Philippine legislature has acted with moderation and self-restraint, and has seemed in practical fashion to realize the eternal truth that there must always be government, and that the only way in which any body of individuals can escape the necessity of being governed by outsiders is to show that they are able to restrain themselves, to keep down wrongdoing and disorder. The Filipino people, through their officials, are therefore making real steps in the direction of self-government.

I again recommend that American citizenship be conferred upon the people of Porto Rico.

In Cuba our occupancy will cease in about two months' time. The Cubans have in orderly manner elected their own governmental authorities, and the island will be turned over to them. Our occupation on this occasion has lasted a little over two years, and Cuba has thriven and prospered under it. Our earnest hope and one desire is that the people of the island shall now govern themselves with justice, so that peace and order may be secure. We will gladly help them to this end; but I would solemnly warn them to remember the great truth that the only way a people can permanently avoid being governed from without is to show that they both can and will govern themselves from within.

The Japanese government has postponed until 1917 the date of the great international exposition, the action being taken so as to insure ample time in which to prepare to make the exposition that it should be made. The American commissioners have visited Japan and the postponement will merely give ampler opportunity for America to be represented at the exposition.

As regards the army, I call attention to the fact that while our junior officers and enlisted men stand very high, the present system of promotion by seniority results in bringing into the higher grades many men of mediocre capacity who have but a short time to serve.

The cavalry arm should be reorganized upon modern lines. This is an arm in which it is peculiarly necessary that the field officers should not be old. The cavalry is much more difficult to form than infantry, and it should be kept up to the maximum both in efficiency and in strength, for it cannot be made in a hurry. At present both infantry and artillery are too few in number for our needs. Especial attention should be paid to development of the machine gun. A general service corps should be established. As things are now the average soldier has far too much labor of a non-military character to perform.

Now that the organized militia, the national guard, has been incorporated with the army as a part of the national forces, it behooves the government to do every reasonable thing in its power to perfect its efficiency. It should be assisted in its instruction and otherwise aided more liberally than heretofore. The continuous services of many well-trained regular officers will be essential in this connection.

I approve the recommendation of the general board for the increase of the navy, calling especial attention to the need of additional destroyers and colliers, and, above all, of the four battleships. It is desirable to complete as soon as possible a squadron of eight battleships of the best existing type. The North Dakota, Delaware, Florida and Utah will form the first division of this squadron. The four vessels proposed will form the second division. It will be an improvement on the first, the ships being of the heavy, single caliber all big gun type. All the vessels should have the same tactical qualities, that is, speed and turning circle, and as near as possible these tactical qualities should be the same as is in the four vessels before named now being built.

Two hospital ships should be provided. The actual experience of the hospital ship with the fleet in the Pacific has shown the invaluable work which such a ship does, and has also proved that it is well to have it kept under the command of a medical officer. As was to be expected, all of the anticipations of trouble from such a command have proved completely baseless. It is as absurd to put a hospital ship under a line officer as it would be to put a hospital on shore under such a command. This ought to have been realized before, and there is no excuse for failure to realize it now.

Nothing better for the navy from every standpoint has ever occurred than the cruise of the battle fleet around the world. The improvement of the ships in every way has been extraordinary, and they have gained far more experience in battle tactics than they would have gained if they had stayed in the Atlantic waters. The American people have cause for profound gratification both in view of the excellent condition of the fleet as shown by this cruise, and in view of the improvement the cruise has worked in this already high condition. I do not believe that there is any other service in the world in which the average of character and efficiency in the enlisted men is as high as is now the case in our own. I believe that the same statement can be made as to our officers, taken as a whole.

GREAT NORTHERN HOLDUP.

Three Masked Men Board Engine Just Out of Spokane.

Spokane, Wash., Dec. 10.—Great Northern passenger train No. 4 was held up by three masked robbers about a mile and a half east of Hillyard shortly before midnight last night. The presence of mind of the fireman prevented the express car, which is supposed to have contained a large sum, including a $20,000 shipment from Spokane, from being robbed.

When he was ordered to dismount from his cab and cut off the baggage, express and mail cars from the other coaches, he cut two, but left the express car, which was the last of the first three cars, and thus saved the treasure.

The train had been out of Hillyard but a few minutes when the engineer and fireman were surprised to see three men, two of them masked, crawling down from the tender. With drawn revolvers they ordered the engineer to stop the train immediately. He obeyed their orders, and as soon as the train came to a stop, all dismounted from the cab, the trainmen leading the way, covered with the weapons of the robbers.

The engineer was left standing with two of the hold-ups while the third accompanied the fireman back part way while he was obeying the orders to uncouple the cars. When he had fooled the thugs by cutting off two of the cars instead of three, the three robbers boarded the engine and started off down the track, leaving the fireman and engineer with the dead train. After proceeding about two miles the hold-ups, who are said to be old railway men, judging from the manner in which they handled the locomotive, stopped it and then went through the mail car, obtaining a considerable quantity of registered mail.

Bears Emperor to Tomb.

Pekin, Dec. 10.—The body of Kwang Hsu, the late emperor of China, was yesterday carried with much ceremony from the hall in the forbidden city to the Coal Hill mortuary. It will here continue to lie in state pending the location and construction of the imperial sepulcher. The cortege, brilliant, barbaric and weird in the eyes of western observers, was led by Prince Chun, the regent, for a short distance from its starting place, and as it passed through the streets of the imperial city thousands of mourners knelt

Flights Are Successful.

Le Mans, France, Dec. 10.—Wilbur Wright, the American aeroplanist, made a series of successful flights here yesterday. Four members of the British Aero club went aloft separately with Mr. Wright. None of the flights was marred by accident.

OREGON STATE ITEMS OF INTEREST

IMMENSE COLONY S PLANNED

Scheme to Set Out 10,000 Acres in Trees in Jackson County.

Medford.—A huge colonization scheme for Jackson county lands has been planned by Colonel Ray, of New York City. Mr. Ray is owner of the Condor Water & Power plant and various other properties in this county. It is his intention to have planted on one of the large tracts held by his company 75,000 fruit trees annually and continue until 10,000 acres have been planted. He plans to place the land under irrigation, the facilities for which he now controls. The project has long been a favorite with Colonel Ray, who is doing it not from a desire to enrich himself so much as a desire to furnish small tracts for employes of the American Tobacco company, of which he is vice-president.

OPTIONS ARE RETURNED.

Eastern Timber Company Withdraws From Klamath.

Klamath Falls.—After securing options on between 30,000 to 40,000 acres of timber land lying along the reservation line between Bonanza and Bly, the Eastern Timber company has taken its cruisers off and is returning the option contracts. The options were secured by Albert Walker and were only for 60 days. It is believed that the timber company on account of the lateness of the season and the impossibility of making a cruise before the winter snows set in, decided to withdraw from the field until next year.

Close to 40,000 acres were secured on option at an average price of $1.35 a thousand. It is stated that there is double this amount of timber owned by individuals which can be bought in this section. Representatives of other interests have been looking over the field, but it is not believed that any large sales will be made this year, as it is almost impossible for cruisers to work in the timber during the winter on account of the deep snow.

Incorporate Irrigation Company

Oregon City—The Union Irrigation company has filed articles of incorporation, with a capital stock of $5000, divided into 500 shares at $10 each. The incorporators are Charles Holman, Beulah Holman and Franklin T. Griffith, and the object of the corporation is to furnish water for irrigation purposes, household and home consumption, and for watering livestock upon dry lands in this state. The company also expects to supply electrical current for general purposes. The principal office is in Oregon City.

$1,000 an Acre.

Hood River.—Another Hood River fruit farm was sold a few days ago, when J. H. Heilbronner & Co. disposed of 20 acres of the Pierce Cox place for $20,000 to E. T. Neal, an Iowa man. In some respects this is considered one of the highest priced orchard land sales that has taken place at Hood River, as but 10 acres of Mr. Neal's purchase are in bearing. The other 10 acres are in young trees that will not bear for several years. The orchard is situated in the famous east side belt.

River Lowest in Years.

Albany—The Willamette river is now lower at Albany than it has been in December for almost a quarter of a century. The river is now less than 1.3 feet above low water mark, and still falling. This is the average stage of the river in the middle of summer. Boatmen here do not remember a time in 20 years when the river has been so low in December. The cause of this condition lies in the fact that there has been practically no rain in the mountains this fall.

Almost Five Miles.

Eugene.—City Engineer George Wagoner has made a report to the common council on the amount of paving done in Eugene during the past year and a half. He reports that a total of 90,350 square yards of bitulithic pavement have been laid, at a cost of $227,000. This is about five miles. Several blocks more are contracted for, and it is expected that next summer will see a great deal more of the work done.

Will Stop Bootlegging.

La Grande.—Violations of the local option law within the city limits will be prosecuted and fines collected by the city rather than the county, as heretofore. This is the result of an ordinance that soon goes into effect. Much money has been collected in fines this summer, but it has gone to the county.

Pooled Prunes Are Sold.

Salem.—President L. M. Gilbert, of the Northwestern Prune association, the new organization of growers, reports that practically all of the association's pool, 40 carloads, has been sold at a price netting the growers better than five cents a pound for the 30-40 size.

CUTTING UP BIG HOLDINGS.

Lebanon Landowners Find Ready Sale at Advanced Figures.

Lebanon.—The cutting up of the 1000 acres of the Paine farm into small tracts has attracted more than a passing interest in this community, and it is believed that it is but the beginning of many more like acts. The owners seem to have just discovered that men will pay much higher prices for a 10 or 20 acre tract than a like proportion for a large tract, and by cutting up these large tracts they readily pass out to small holders at high prices.

A few months ago a stranger came to Lebanon and purchased a farm almost adjoining the town for $100 an acre, and many of the old timers laughed at the "greeny" who would pay that price for that kind of land. He cut it up into small tracts of from two to ten acres, and in six months has sold enough to pay the $8000 he paid for it, and has half of it left, and is making sales every week. Other farms are now being cut up near here, and the town people are rejoicing at the new turn of things in the land deals.

Outside Capital for Railroad.

Marshfield.—M. M. Johnson, assistant secretary of the Equitable Savings & Loan association, and treasurer of the Columbia Life & Trust company of Portland, is in the city considering the possibility of an electric line between Coos bay and Roseburg. He states that there is nothing definite as to plans, but that he is simply looking over the field to see what can be done, and if the electric line is possible. While here Mr. Johnson will gather data as to what business might be expected if a line were built. Those who have investigated feel certain that it would prove profitable. The plan of building the line with local capital was suggested, but it is understood that Mr. Johnson is looking into the matter with the idea of interesting outside capital.

More Gas Encountered.

Ontario.—A series of gas explosions have occurred in the Ontario oil well, throwing water, mud and pebbles into the air to a height of 150 feet. The gas flow, which opened last week, had been closed. Drilling has been resumed, the shaft being extended another 90 feet. This last find is the largest yet made, and proves an immense supply of gas here. The directors of the oil company have applied to the city council for a franchise to light and heat the town.

More Time on Klamath Project.

Washington.—An extension of 90 days has been granted to Campbell & Huffman, of Klamath Falls, for the completion of their contract to construct wooden flumes on the Klamath project. This advances the date of completion to February 27.

Revenue From Hunters' Licenses.

Astoria.—Since the first of the year the county clerk has issued 771 hunters' licenses for Clatsop county. The licenses are $1 each and the money is turned over to the state. Over 1,500 licenses have been issued in some counties in the state.

PORTLAND MARKETS.

Wheat—Bluestem, 96@97c; club, 91c; fife, 90@91c; red Russian, 88c; 40-fold, 91c; valley, 91c.

Barley—Feed $26.50 per ton; brewing, $27.

Oats—No. 1 white, $31@31.50 per ton.

Hay—Timothy, Willamette Valley, $14 per ton; Eastern Oregon timothy, $16@17; clover, $13; alfalfa, $13; grain hay, $12.50@13.

Fruits—Apples, 60c@$1.50 per box; pears, $1@1.25 per box; grapes, $1@1.50 per crate; quinces, $1@1.25 per box; cranberries, $13.50@14 per barrel; huckleberries, 10@15c per pound; persimmons, $1@1.25.

Potatoes—75c@85c per cwt.; sweet potatoes, 2@2½c per pound.

Onions—$1@1.10 per 100 pounds.

Vegetables—Turnips, $1@1.25 per sack; carrots, $1; parsnips, $1.25; beets, $1.25; horseradish, 8@10c per pound; artichokes, 90c@$1 dozen; beans, 10@14c per pound; cabbage, 1½@1½c per pound; cauliflower, 75c@$1 per dozen; celery, $3.50 per crate; cucumbers, $2@2.50 per box; eggplant, 11c per pound; lettuce, $1@1.25 per box; parsley, 30c per dozen; peas, 12½c per pound; peppers, 15@20c per pound; pumpkins, 1@1½c per pound; radishes, 30c per dozen; spinach, 2c per pound; sprouts, 9½@10c per pound; squash, 1@1½c per pound; tomatoes, 50c@$1.75.

Butter—City creamery, extras, 36@37c; fancy outside creamery, 32½@35c per pound; store, 17@20c.

Eggs—Oregon selects, 42½@45c; Eastern, 30@35c per dozen.

Poultry—Hens, 12@13c per pound; spring, 12½@13c; mixed, 12@12½c; ducks, 14@15c; geese, 9@10c; turkeys, 16@17c; dressed turkeys, nominal.

Veal—Extra, 9@9½c per pound; ordinary, 7@8c; heavy, 5c.

Pork—Fancy, 7½@8c per pound; large, 6½@7c.

Hops—1908, choice, 8c; prime, 6@7½c; medium, 5@6c per pound; 1907, 2@4c; 1906, 1@1½c.

Wool—Eastern Oregon, average best, 10@14c per pound, according to shrinkage; valley, 15@16c.

Mohair—Choice, 18c per pound.