

FOR FREE LOCKS AT OREGON CITY

CONGRESSMAN HAWLEY WANTS GOVERNMENT TO BUY

Representative from Second District Will Seek to Have an Appropriation Added to the Rivers and Harbors Bill at This Session Though General Bill Will Not Be Passed.

Though there will be no general rivers and harbors bill at this session of congress, Congressman W. C. Hawley is trying to get an appropriation for the purchase of the Oregon City locks with funds provided by the government and the state acting together, says the Salem Statesman.

Representing his efforts in that direction last evening's Portland Telegram says that Congressman Hawley, of the First district has hopes of making the Oregon City locks free for all river boats that are striving to have a permanent appropriation tacked on to the rivers and harbor bill this session.

The locks from the present company, the Portland Railway, Light & Power, are to be augmented, says the Oregon City Telegram, by an amount in the order of \$400,000 set aside by the state.

Secretary Giltner of the Portland chamber of commerce, urging that a committee be appointed by the organization whose duty will be to collect facts and figures relating to the amount of tonnage now passing through the locks for the entire year.

Mr. Giltner will bestir himself in the matter, in order that the necessary figures be placed before the rivers and harbors committee as soon as possible.

"The locks at Oregon City were built by a private corporation, over 10 years ago," Mr. Giltner says, "and it was the understanding then that they should become the property of the state after a certain time, on the payment of a stipulated sum. The locks have been offered to the state on more than one occasion, but no legislature has taken the steps necessary for the transfer."

"Public ownership of the locks will very likely redound to the advantage of the producers of the Willamette valley and to the business men of Portland, who will be enabled to send goods by steamer at lower rates than now rule."

"The locks at the Cascades are operated free by the general government, but have not thus far served to reduce freights to and from the inland empire, but this is because the locks at Celilo have not been finished. When the obstructions on the Upper Columbia are removed and boats can go from Portland to Umatilla without portages, public ownership and operation of the locks at the Cascades will begin to have the effect of reducing freight rates as intended by the original promoters of the locks."

HOW TREES REST.

Evergreen Trees are Dormant Through Winter Months.

"What we call evergreens," says a gentleman formerly connected with the park department of St. Louis, "are not really green during the winter, nor are they really alive, but are dormant."

"Every plant must have its period of rest at some time in the year, and in our northern latitudes the winter is, of course, the most appropriate season. The evergreens generally retain a greater part of their foliage during the winter, but a close examination shows that it dies to such an extent as to be really dead, and a large part of it falls off when the plants begin their spring growth. The drying branches and stems become as dry as the foliage, and being almost entirely devoid of moisture, are little damaged by the winter's cold. In some parts of the tropics, however, as in the highlands of southern Mexico and Central America, the summer is the resting time of the trees. The intense heat of the sun dries up the earth, the trees drop their leaves, the woody portions become as dry as our evergreens in winter, the tree takes its rest until the autumn rains begin."

"The course this rule does not apply to the number of tropical plants. They have accustomed themselves to their conditions, but even they still retain the resting habit, and at some time of the year relax in their growing and become as near dormant for a time as circumstances will permit."—St. Louis Globe-Democrat.

HUNGRY BUZZARD REVEALS DEAD MAN.

Baked Potato Charm Is Means of Identification.

Guided to the spot by the hovering of a buzzard, the remains of Peter Gannon, familiarly known as "Doc Dandy," who disappeared from Stayton several weeks ago, were found imbedded deep in the mire of a ditch in Stayton, late yesterday, by E. Woddy, a citizen of that community, says a special to the Telegram. Coroner Clough was notified, but since identification of the body was considered conclusive, no inquest was held, and it will be buried today. The body was so badly decomposed that identification would have been impossible were it not for an old watch found in one of the pockets and the finding of an inner pair of trousers, which he always carried as a charm against rheumatism.

Doc Dandy

"Doc Dandy" was an eccentric man, about 73 years old, and one of his idiosyncrasies of recent years was to wear all the clothes in his possession at one time. He was originally educated for the priesthood, but took a course in a veterinary college in Glas-

gow, Scotland, from which he graduated and came to America. He served during the civil war as a veterinary surgeon under General Nelson A. Miles, and afterward came to Oregon and settled in Stayton, where he has resided ever since. He drifted into the liquor habit, which is supposed to have been the cause of his death. He had a family once, but his wife died and he is supposed to have a son living, but his whereabouts are unknown.

TRAILS FOR RESERVES.

Work Will Be Resumed as Soon as Funds Are Available.

O. S. Green, of the forest reserve service, who has been making his headquarters above Summerville, was in La Grande yesterday on his way to Spokane on official business. Mr. Green had charge the principal part of last season making trails through the reserve in the Blue mountains, says the La Grande Star.

The work was not entirely completed on account of the shortage of funds to continue the same. The new appropriation for this purpose will be available on the first of July and there will after that date be a renewal of the work. Mr. Green says that before long all portions of the forest reserve will be connected by trails.

To Introduce Cacia Trees.

In order to introduce cacia trees into the northwest, and especially into Walla Walla, George MacMartin of this city, has secured the promise of A. L. Cauvel, now in California, to bring several of these trees home with him on his return, says the Walla Walla Bulletin. The cacia tree is a native of California, and is one of the most popular trees in that state, owing to the fact that it is green the year round.

A. L. Cauvel of this city is at present in San Francisco as a delegate from the local Ancient Order of Foresters to the grand lodge, which is in session there. Mr. Cauvel will return in about 10 days to Walla Walla.

Mr. MacMartin, who formerly lived in California, is well acquainted with the cacia tree and knows it is one of the best trees for both shade and ornament that is possible to grow. He says he thinks the tree will grow in this country without any trouble, and could it become popular here to such an extent that it would be selected as the principal shade tree, he thinks the beauty of the city would be much improved.

The trees to be brought from California by Mr. Cauvel will be small, and will probably be started here in large tubs. After they have reached a stage when they can be set out in the open, they will be taken to the Masonic cemetery. The climate needed for the successful growth of the cacia tree is one that is even, sudden changes often being disastrous to it. It is thought the climate of this section of the country will be very suitable.

Boys Destroy Cement Walk.

A gang of boys thought to be school hoodlums, from the Central building, last night destroyed a block of newly laid cement sidewalk on Spruce street, says the Yakima Republic. The entire block of walk was marked with footprints and other defacement. Obscene language had been written in the wet cement necessitating the re-coating of the entire block by the contractors, Felton & Wimer. An effort to apprehend the wanton property destroyers is being made. Suspects will be dealt with in accordance with the law regulating the defacement of property if the proper evidence can be secured against them.

Killed by a Work Train.

Mr. Winters, the bridge watchman, who was injured at Weatherby and brought to the city Saturday and placed in the hospital, died last evening from the injuries he received, says the Baker City Herald. From reports his own foolishness caused his death for he attempted to run in front of the work train from Weatherby to Huntington, and as the train was rounding a curve the engine struck him and he was fatally injured. The body will be held at Welch's undertaking parlors until they receive orders from the O. R. & N. company, under whom he was employed.

Spokane Stops Sunday Music.

Chief Rice has issued an order to the police to stop all music in saloons and lunch counters on Sunday, says the Spokane Chronicle. The order is the result of a number of complaints which have been made to the police. Several have graphophones and other mechanical musical devices which are said to be disturbing to those in the surrounding buildings and it was decided to cut out all this noise at least one day in the week.

Gets Big Verdict.

An employe named Oldland, of Coquille, who sued the Oregon Coal & Navigation Co. for damages for injuries which have made him a cripple for life, while working for them in the Libby coal mines, was granted \$15166.66. This case has been tried three times, was taken up to the supreme court, but was remanded for trial again.

Rancher Bound Over.

Andrew Hume, a bachelor rancher living near Bolster, Wash., was arrested on a charge of assault and battery with a threat to kill J. S. Thorp, a veteran stage man, near Shesaw. Hume was considerably beaten up, pleaded guilty and was bound over to the superior court under a \$1000 peace bond.

Five Years in Prison.

George Hayden, formerly of Spokane, has entered a plea of guilty in the district court at Missoula, Mont., on the charge of attempting to kill his wife. He was sentenced to five years in the state prison.

John Hite, a Pioneer of Moscow, Idaho, dropped dead on the street there Tuesday. He was 81 years old.

GROW WEEDS TO PREVENT DUST

O. R. & N. EXPECTS TO SAVE MONEY AND COMFORT.

May Sow Grass—Plan to Cover Ground so Train Section Will Not Raise Dirt—Expense of \$40,000 Will Be Saved—Section Men Will Be Instructed to Cultivate Instead of Destroy.

Walla Walla, Wash., May 14.—To save \$40,000 in wages and at the same time control to some extent the dust which troubles travelers, is the plan of General Superintendent Buckley of the O. R. & N., who this year proposes to allow weeds to grow along the tracks wherever it is possible. Instead of keeping the track clear of weeds by cutting them with shovels, the section men are instructed to allow them to grow, keeping them trimmed close to the rails that they may not come in contact with the wheels of cars and cause trouble.

It is estimated that the company spends \$40,000 each year in cutting weeds, and, incidentally, keeping the soil worked so that winds catch the dust, and during hot weather enough of it is carried along the rapidly-moving trains to almost strangle the passengers. Wherever weeds have been allowed to grow dust has never troubled, and this fact has caused Mr. Buckley to try the experiment of allowing weeds and grass to cover the ties, especially the soil at the ends of the ties outside the rails.

The company is now figuring on sowing a short, thick grass on the line to form a mass of roots to prevent the dust from raising. It is said that some heavy, short grass can be grown for this purpose with splendid results, and even where the track has to be worked a great deal the grass will soon take root again and cover the surface so that dust will not raise by the suction of passing trains.

Roadbed treatment with oil gives splendid satisfaction after the oil settles, but the dust picked up by trains before the oil disappears in the soil has a tendency to stain clothing as if touched with fresh grease, and considerable complaint always follows the use of oil on this account.

IN COLUMBIA MINE SOLD?

Famous Property of Sumpter District May Be Rejuvenated.

It is rumored in Sumpter today that the Columbia mine, one of the old stand-by producers of the Sumpter district, is to have new ownership, says the Baker City Herald.

While there is nothing definite given out it is understood that New York parties have had mining engineers and experts on the property at different times within the past few months making reports on conditions of the mine, grade of the ores, and possible improvements.

Charles Leibenstein, according to the rumor, is the man who is making the deal and if this be true there is some reason to believe that there may be a foundation for the rumor, as Mr. Leibenstein has in the past some very handsome transactions in Idaho mining country.

Should the Columbia change hands it will probably add a new impetus to mining in eastern Oregon. Not that the great mine has not been a wonderful payer in the past, for it has, but a deal on a large property always excites more or less interest in mining people and causes investigation into surrounding mines and country that probably otherwise would not be made.

GOVERNMENT NEEDS CASH.

Certificates Being Used to Pay Bills on Idaho Reclamation Project.

Like other reclamation projects at the present time, the Minidoka project is suffering from a shortage of funds and Project Engineer Camp is driven to his wits' end to devise ways and means for carrying on the necessary work with the limited amount of cash at his disposal, says a Rupert, Idaho, paper. South side certificates are used to meet every item of expenditure that can be paid in that way, even lumber being purchased with this scrip. Beginning with the 10th of this month, all men on the survey crews on the south side will be paid in certificates and their salaries are raised 10 per cent to cover any loss on the scrip.

This scrip is still marketable at close to par, none of it having gone lower than 90 cents. If the general land office ever finds out that it is required to take the scrip for all payments due the government it will command a better figure.

Many bids have been received for the grading on the third lift on the south side and the contracts will be awarded today.

RATE IS EXTORTIONATE.

Ritzville Farmers Compelled to Pay \$2.10 Per Ton on Wheat to Tacoma.

A special from Ritzville, Wash., says of the grain rates from there to Tacoma: That the Northern Pacific railroad nets \$2.10 per ton on wheat shipped from Ritzville to Tacoma, and that the Great Northern nets an equal amount on wheat shipped from Odessa to Tacoma, was one of the surprising bits of evidence brought out at the session of the state railroad commission, which opened in Ritzville this morning.

These figures were given during the testimony of O. O. Calderhead, secretary of the commission, and a man well versed in railroad matters. The hearing is on a complaint filed and represented by W. R. Cunningham, sr.,

acting, it is said, for the farmers of this district, in which he alleges that the freight rates on wheat to Seaside are excessive from eastern Washington.

J. A. Alexander, assistant attorney general, and W. H. Ludde, of Spokane, represent Mr. Cunningham. The Great Northern is represented by L. C. Gilman, of Seattle, and the Northern Pacific by Judge R. S. Grosscup, of Tacoma.

The first witness examined was Henry Blakley, assistant traffic manager for the Northern Pacific at Tacoma, who said that no one could tell what a reasonable rate was unless they knew the cost of construction, the value of rolling stock and, in fact, the value of all the property with the cost of operation, none of which, he said, he knew.

WHEAT IN FINE CONDITION.

Government Reports Show Washington Has 449,000 Acres in Wheat.

According to the figures compiled by the crop reporting board of the bureau of statistics of the department of agriculture, the condition of Washington's and Oregon's winter wheat leads the entire United States. In both states the condition of the crop on May 1 is given as 97, which in the case of Washington is two points above the condition of the 10-year average for the state and 11.2 points above the 10-year average for the United States. The condition of this year's crop is 8 points above this year's average for the entire country. The reports show that there was but 4 per cent of the total acreage abandoned and that 449,000 acres will be harvested. In California, 35 per cent of the total acreage has been abandoned and only 987,000 acres will be harvested.

NEW ENGINES COMING.

O. R. & N. Will Soon Receive 10 Big Locomotives for Spokane Division.

Information reached local officials of the O. R. & N. today that the new 10-wheel engines which are now here or on the way from Huntington, will not be set up here, but are to be used on the Washington system of the O. R. & N., running north from Pendleton, says the La Grande Observer.

There are six engines either in the city or near here, and four of them were designated for service out of La Grande. Two were for the O. & C. railroad and will go on through to Portland.

The new locomotives will be held here for the time being without being set up, but as soon as needed in Washington will be taken away.

The decision to remove the engines from La Grande service was reached yesterday and wired to local officials this morning.

Umatilla Supplies Seattle.

Two or three facts which came to the attention of the market reporter of the Republic today will essentially interest the farmers of this valley, says the Yakima Republic. A letter received from Seattle, from a merchant there, said that at the time of writing, Monday, there were on wheels in the railroad yards at Seattle, 40 cars of Idaho potatoes and they were pretty fair stock at that.

About the same time an issue of the Pendleton Oregonian declared that shipments of potatoes are being made from the Athena and Echo sections of the Umatilla portion of Oregon, the total purchase there being something like 36 cars.

The potato market, therefore, is not as safe as it seemed a week ago. J. M. Perry of North Yakima, who was in Seattle last week, said he found a very small proportion of Yakima potatoes there but that the sound markets were well supplied with Idaho, Oregon and western Washington spuds.

There are numerous indications of a considerable consumption there but a sufficiency offering at this time to leave no doubt of the ability of the supply to see the demand through until the new potatoes put in an appearance.

Woman's Face Turned Black.

Suddenly attacked by a peculiar ailment in the city jail yesterday afternoon, Millie Watkins, serving a sentence for vagrancy and drunkenness, gradually became black from her head down, and she was hastened to St. Vincent's hospital, where she lies in a critical condition, says the Portland Telegram. Heart weakness due to liquor is ascribed as the cause of her malady, and it is thought she will not recover.

Heroic Indian Gets Medal.

Jacob Chippis, the Indian who struggled in the sea trying to save his daughter and her child, was presented with a medal for bravery by the Royal Humane society of London Wednesday evening. It was an interesting event which took place in the A. O. U. W. hall at Victoria. B. C. Captain Dallam of the human society planned the medal on the brave Indian's breast.

Married Fifty Years.

Mr. and Mrs. Henry H. Leonard, of The Dalles, celebrated the 50th anniversary of their wedding Saturday night. It was a unique affair in that it was made the occasion of a reunion of the old soldiers of J. W. Nesmith Post, No. 23, G. A. R., and of J. W. Nesmith W. R. C. No. 17. Mr. Leonard was a volunteer in the First Oregon cavalry during the civil war.

The man who pays for the "Merry Widow" hat can not appreciate the jokes about them.

WOOL BUYERS ARE DEFIANT

NO ALARM OVER OMAHA'S GROWING TRADE.

Idaho Buyer Says All Efforts to Wreck Boston's Prestige as a Wool Market From Her Will Prove Ineffective—Other Cities Have Tried This in Vain.

The following defiant interview from an Idaho wool buyer concerning the wool situation this spring, shows the confidence which the buyers seem to have in their low price combination, which threatens disaster to the sheep interests of the west. The Boise Capital News says:

J. M. Johnson, the well known local wool buyer, when seen this morning, gave out some interesting information on the wool situation. He stated that Boston wool merchants are not worrying over the prospects of Omaha becoming the center of the trade in the United States for the wool clip of Idaho, Utah, Montana, Oregon and other western states.

The project of erecting large warehouses in Omaha capable of holding a good percentage of the American clip until eastern wool merchants or manufacturers get ready to buy it at a price virtually dictated by the growers is not looked upon seriously.

Mr. Johnson stated that the idea is by no means a new one, it having been previously advocated in the west and the east, and all attempts of the kind have turned out failures. The most successful combination was made years ago in Boston, when several large flockmasters in Utah organized an association, rented a large warehouse at Boston and sent on their own representative to handle that end of the business.

The association lasted but two years. This, and the similar plan to hold auction sales of the clip periodically in New York, Philadelphia or Boston, died a natural death after arousing considerable enthusiasm among the growers.

"Whether or not the sheepmen of the west will combine this year and hold their wool until it reaches the prices demanded remains to be seen," said Mr. Johnson. "If the wool is concentrated at one place in the west the sheepmen will only relieve the eastern buyers from carrying the wool until the market is favorable, as they have done in the past."

"The manufacturers are only ready to purchase wool at times when it is needed and it must be held until that time, usually by the eastern buyer. If the sheepmen consolidate and erect warehouses at Omaha to store all of this year's clip they will only relieve the buyers of the east from carrying it themselves."

From information gained from Mr. Johnson, it was learned that he had visited a number of the sheep camps in Idaho, including those about Caldwell and Mountain Home. He stated this morning that he was very favorably impressed although little could be said at this time about the quality of the wool, as the larger share remains to be clipped. He thinks that the quality will be about the same as that produced last year.

WOOD OR BRICK?

Lewiston Is Still Puzzled Over Paving Question.

The Lewiston Tribune says of the contention over the relative values of wood and brick as paving materials: The merit of wood block pavement was presented to the city council last night in a statement made by Mr. Whiting, representing Thorsen, Fisher & Thorsen—Co., agents for avernium carbolineum treatment for wood, when he offered on behalf of his firm to install a pavement here and guarantee to keep the same in first class condition for the period of 10 years.

He stated that estimating on a basis of 50,000 yards of pavement to be installed here, the saving to property owners by the use of wood instead of brick would be \$30,000 to \$30,000. He said that further 50 to 55 per cent of the cost of installing the wood block would be a local outlay, thus keeping the money at home.

He said that the cost of a completed wood block street here would be \$3.10 to \$3.15 per square yard and that this would represent a saving of about 50 cents a yard over brick.

As to the guarantee of the maintenance of the street, Mr. Whiting said that a sufficient bond would be given under terms approved by the city attorney.

He said he had been informed the wood here would cost about \$13 a thousand but that he was inclined to believe the cost would reach \$16 to \$18 for the class of wood he would desire to use.

VOTERS SIGN BALLOTS.

Funny Incident in Connection With Primary in Coos.

One of the many funny incidents which happen at an election occurred at the Deer Park precinct last Friday, and caused considerable amusement around the county clerk's office, on Tuesday of this week, says the Coquille Sentinel. Instead of the judges of the election sending the ballot boxes the clerk received a short letter and sample ballots from that precinct. The letter was as follows: Deer Park, Ore., April 17, 1908. County Clerk, Coquille, Ore. I enclose herewith the vote of Deer Park today. Too much rain; voters stayed in the hills. What shall we do with the ballot boxes? The vote was four republican tick-

ets and one democratic ticket. Each ticket was marked as the voter had voted; the three republican tickets were signed at the bottom by the voter and the democratic ticket was signed by the lonely democrat.

ROAD ACROSS WASHINGTON.

State Highway Will Run From Elgin to West Border.

The coast Magazine of Seattle says of the state highway being built across Washington:

A wagon road is now under construction across the state of Washington from east to west, and a large number of surveyors are now at work in the Cascade mountains laying out the line along which it will pass.

When completed it will be one of the best mountain roads in the northwest. It will be a direct route from Ellensburg to Puget sound, and will bring eastern Washington in direct touch with Seattle and Tacoma. It is planned for the road to have a maximum grade of only four per cent.

The road westerly from the Elston bridge takes the northeast bank of the river; it then skirts Kachetus lake and then over the summit of the Cascade through the Snoqualmie pass to Seattle. This will be a most beautiful scenic route, and when completed will afford automobilists one of the grandest trips found upon the American continent.

Many eastern Washington residents who own auto—and there are many of them—will no doubt take advantage of this route to make a run over to Seattle and Tacoma in the summer months.

This highway, it is estimated, will cost over \$100,000, and it will be worth every cent of it in more ways than one.

FLEET BRINGS MONEY.

Farmers Profit by the Visit of the Battleships.

It is estimated that the farmers of the Pacific northwest have profited to the extent of \$1,500,000 through the visit of the battleship fleet to this coast, says the Coast Magazine. Scores of foreign steamships were sent to this coast with fuel for the fleet of Admiral Evans, and found it impossible to get anything but a wheat charter for the return trip. As a result of the sudden increase in the charter market, rates tumbled harder than exporters have known in years.

Six months ago steamship charters were being made on the basis of 55 to 40 shillings for a trip to Europe. A few days ago charters were made on a basis of 23 shillings 6 pence for steamships and 38 shillings for sailing vessels.

This slump in charter rates saved the farmers of eastern Washington \$1,500,000. Grain exporters point out that they have been paying to the grain raisers the total amount of the saving in shipping charges and cite the fact that the difference between Chicago and Seattle grain prices was never so small.

Box Factory for La Grande.

The construction of a new department to the George Palmer Lumber company's mill, which will mean an increase to the company's payroll to the extent of about 50 boys and men, is now under way and in a very few weeks will be completed. It is a modern box factory, says the La Grande Observer.

Cement foundation for a main building that measures about 100 feet square, to be one story in height and son constructed as to house all necessary machinery for a box factory, is now being laid. A crew of men will have that phase of the work finished in a few days and then will go up the building itself.

The machinery for a box factory is not of the cumbersome sort, but rather of a delicate nature, and consequently is easily installed. The construction of the building and the installation of the machinery will be pushed with all possible haste.

Snake River Cherries.

The first of the Snake river cherry crop will reach the city this evening from the orchard of Harry McKenise at Hunt's Landing, says the Lewiston Evening Teller. The picking of the crop commenced this morning, and other growers will begin marketing their crop within the next few days.

The fruit crop on Snake river this season will be the largest in the history of the river growers, and the statement made today by B. Frank Smith, who is a visitor in the city from Trux.

Mr. Smith reports all varieties of fruit to be in excellent condition, and forecasts a prosperous year for the river growers.

The cherry crop will amount to 50 carloads and all varieties will aggregate 250 cars.

Elgin Stock Show.

The business men are working hard today to make a success of the initial stock show and market day in this locality Saturday, says the Elgin Recorder. Considerable property is listed for the public sales which follow the parade, and some good prices will be realized in the sale of stock.

The parade of blooded horses and stock starts at 2 o'clock and will pass over the principal streets of the city. Following the parade comes the market day sales. There is much interest manifested and Elgin business men are going to prosper by their venture. Stock from several sections of the valley remote from Elgin, will be in the parade and in line for the prize-winning ribbons.

One of the largest sturgeons captured this season in upper Snake river waters was hooked by Lloyd McAnulty near the ferry landing above town, says a Glenn's Ferry item. The fish weighed close to 500 pounds and measured eight and one-half feet in length. A party of sightseers viewed this monster today at its new home in an irrigating canal on the McAnulty ranch.