

INDUSTRIAL DEVELOPMENT AND PROGRESS OF OUR HOME STATE

MOSIER DISTRICT DRAWS.

Picturesqueness of County One of Its Features—72 Miles From Portland

The Mosier fruit district is rapidly drawing to itself the attention of fruit land investors. The Mosier country lies on a number of hills and ridges, radiating somewhat like the fingers of the hand. From these various ridges many beautiful views are obtained, often including Mt. Hood and Mt. Adams, and glimpses of the Columbia river. The picturesqueness of the country is one of its features, and many will find there pleasing country homes within 72 miles of Portland. In fact, many Portland people have already settled there, and others have holdings of real estate in that district which they are developing.

The orchardists at Mosier follow their sister district of Hood River. The trees are set out after the cleared ground has been well prepared. From 55 to 63 trees to the acre, for an apple orchard, is the prevailing rule.

Many plant peach "fillers" between the rows of apple trees, to be taken out when they begin to crowd. Intense cultivation is the secret, and the price of these successfully grown orchards, a dust mulch conserving the moisture and the absence of weeds allowing the trees to get the full strength of the soil. Cultivation usually ceases by the middle of August. Many put in a cover crop of vetch or rye, which, when plowed under adds fertility and humus to the soil.

The favorite varieties of apples at Mosier are the Spitzenberg and Yellow Newtown, as the soil and climate are especially adapted to their perfect growth and maturity. Peaches, pears and plums also do well.

"SEND US MEN" IS CRY.

Every Line of Industry Affected by Shortage of Labor in Baker.

Baker City—The greatest call for laborers ever sent out from Eastern Oregon can now be heard in all parts of Baker county, and there is no prospect of the demand being supplied. All lines of industry are cramped by the shortage and it is probable some campaign will be inaugurated by the large concerns to secure men. One employer states that he is in need of hundreds of men and is unable to secure them at any price. The Warren Construction company is preparing to import men to do the paving work on a large area for which they have contracted. Sufficient labor could not be obtained here to carry on the preliminary work.

The Sumpter valley is suffering for more laborers in carrying on the work on the extension from Austin to Prairie City. A force of nearly a thousand men was employed last fall, but now only a few hundred can be secured.

The Oxbow people are making very slow progress on the big tunnels at Copperfield owing to the scarcity of labor. They were forced to suspend work because of the high water and hundreds of the laborers left and men cannot be secured to fill their places.

The mines are also calling for men and throughout the country the ranchers are crying "send us men." Unusual wages are being offered and unless the farmers secure help they will have trouble in getting in their spring crops and caring for their harvest.

Complaints of Shipment.

Salem—H. Grebe, of Portland, has filed a complaint with the railroad commission, in which he sets forth that a large consignment of seed peas shipped from Pullman, Wash., to Condon, Or., March 21, has never reached its destination. Mr. Grebe also complains of excessive freight charges on the O. R. & N. from Portland to Condon, and delays in delivery have caused him much damage.

Hawley Reassures Dairymen.

Washington—Representative Hawley in the agricultural committee's hearing on the oleomargarine bill, expressed the belief that dairymen need not fear that the tax on oleo would be removed, though a hard fight is on to repeal it. Powerful interests seek to remove the tax.

Eugene to Observe Fourth.

Eugene—The Eugene Merchants' Protective association has decided that there shall be a rousing Fourth of July celebration in this city this year and has appointed a committee to act in conjunction with a committee from the Commercial club to arrange the details.

Odd Fellows to Build.

Klamath Falls—The local lodge of Odd Fellows is preparing to erect a lodge hall to cost \$50,000. Most of the preliminary work has been done and it is expected to have the contract for the building awarded in May.

Births Exceed Deaths in Linn.

Albany—The health report for March, which has just been filed in the county clerk's office, shows 14 deaths and 32 births.

BANKS OF RIVER CAN CAVE.

War Department Refuses to Help Prayer of Dwellers in Lane.

Washington—The war department has definitely refused to assist in preventing the washing away of the banks of the Willamette between Eugene and Harrisburg. Citizens, through Senator Chamberlain, asked the department to do this on the ground that the government built the dikes that caused the higher water which had caused great destruction upon adjoining lands at each freshet time.

Chief of Engineers Marshall referred the matter to Major McIndoe, at Portland, who upon examination reports: "Caving in was in progress before the dikes were built and in our opinion the dikes are not responsible primarily for such caving in. The project to prevent it would be enormously expensive and not justified by the needs of navigation on the river. Work done for that purpose would be solely for the protection of private property and is therefore not recommended."

AID OREGON GOOD ROADS.

Expert to Be Sent to Points in State to Give Illustrated Lectures.

The United States government will aid the Oregon good roads campaign. Senator Bourne telegraphed Judge Webster of the Oregon Good Roads association that the good roads expert will be sent from the department of agriculture to give 10 illustrated lectures at strategic points in the state. The views presented with the lecture will illustrate the benefits financially and otherwise derived from systematic construction of solid highways. The immense difference in the prosperity of regions where bad roads have been made good will be emphasized. The expert will arrive in Portland to give his first lecture probably the last of May. The department of agriculture will furnish other aid to the good roads cause. The general policy of the department is to stimulate interest throughout the northwest.

Auto Stage Line for Tygh Valley.

Tygh Valley—Tygh Valley is soon to have an auto stage running between Nopinitia and Dufur to connect with the auto line from Dufur to The Dalles. This will be appreciated by people living in this part of the county, as they can visit The Dalles and return the same day. Commercial men will doubtless be glad to hear of this, as it will be quite an improvement over the present mode of traveling.

Brick Block at Vale.

Vale—T. T. Nelsen will erect a 50x94 foot, two-story brick on his corner lot at once. The upper story will be used for offices. The estimated cost of the building is \$20,000.

PORTLAND MARKETS.

Wheat—Track prices—Bluestem, 93 @95c; club, 88@90c; red Russian, 86 @87c; valley, 95c.
Barley—Feed and brewing, \$23.50@24.50 per ton.
Corn—Whole, \$34; cracked, \$35 ton.
Hay—Track prices—Timothy, Willamette valley, \$20@21 per ton; Eastern Oregon, \$23@24; alfalfa, \$16.50@17.50; grain hay, \$17@18.
Oats—No. 1 white, \$27@28.50 ton.
Fresh Fruits—Strawberries, Florin, \$2.50@3 per crate; apples, \$1@2.50 box; cranberries, \$8@9 barrel.
Potatoes—Carload buying prices: Oregon, 40@50c per hundred; new California, 6c per pound; sweet potatoes, 3 1/2 @4c.
Vegetables—Asparagus, 3@5c; cabbage, 1 1/2 @1 3/4 c per pound; head lettuce, 6@7c per dozen; hothouse lettuce, 5@6c @1 box; green onions, 15c dozen; radishes, 30c per dozen; rhubarb, 3c pound; spinach, \$1 per box; sprouts, 9c per pound; turnips, \$1 per sack; rutabagas, \$1@1.25; carrots, 85c @1; beets, \$1@1.25; parsnips, 50@75c.

Onions—Oregon, \$1.75 per hundred.
Butter—City creamery, extras, 39c; fancy outside creamery, 32@33c per pound; store, 20c. Butter fat prices average 1 1/2 c per pound under regular butter prices.
Pork—Fancy, 13@13 1/2 c per pound.
Veal—Fancy, 10@11c per pound.
Lamb—Fancy, 12c per pound.
Poultry—Hens, 20c; broilers, 27@28c; ducks, 22@23c; geese, 12 1/2 c; turkeys, live, 20@21c; dressed, 25c; squabs, \$3 per dozen.
Cattle—Best steers, \$6.75@7; fair to good steers, \$6@6.50; strictly good cows, \$5.75@6; fair to good cows, \$5 @5.50; light calves, \$6@7; heavy calves, \$4@5; bulls, \$4@5.25; stags, \$4.50@5.50.
Sheep—Best wethers, \$8@8.25; fair to good wethers, \$6.50@7; good lambs, \$8@9.
Hogs—Top, \$11.10@11.25; fair to good \$10@11.
Hops—1909 crop, 13@16c, according to quality; olds, nominal; 1910 contracts, 15@16c.

Wool—Eastern Oregon, 14@17c per pound; valley, 18@21c; mohair, choice, 30@32 1/2 c, Portland.
Cascara bark—4 1/2 @5c per pound.

HARRIMAN LINES PROSPEROUS

Train Service is Improved and Equipment Added.

Chicago, April 20.—"There never was a time when the Harriman lines were in better condition physically or when they had better prospects," said J. C. Stubbs, vice president and traffic director of the Harriman system today. "They are ordering new equipment, increasing the train service and facilities everywhere and give promise of continuing the improvements."

Mr. Stubbs has just returned to Chicago from a five weeks' inspection tour over the entire system in the United States and in Mexico.

"Double-tracking on the Union Pacific is being pushed as rapidly as possible, and as soon as the work can be accomplished the entire line from Omaha to Ogden will have two tracks. Roundly speaking, 500 miles of the 1,000 have been finished, and the entire line from Omaha to San Francisco is now protected by block signals. It is probable that the San Pedro line will be open for traffic much earlier than June 1."

COLORADO COUNCIL TO REGULATE SKIRTS

Boulder, Colo., April 20.—An ordinance to prohibit the wearing of long dresses on the streets of Boulder was introduced in the city council last night. It provides that "it shall be unlawful for any person whose wearing apparel or skirt shall be of such length as to trail upon the ground and become a dust sweeper or otherwise obnoxious to the public health and refined taste, to appear upon any sidewalk in this city."

The document is entitled "An ordinance to promote public health and concerning displays upon the sidewalks," which was interpreted by one alderman to mean that "if the council intended to define the length of skirts one way it must also define it the other way." The ordinance was urged by the Women's club.

OLD BUDGET INTRODUCED.

Lloyd-George Comments Upon Decrease in Whisky Consumption.

London, April 20.—David Lloyd George, chancellor of the exchequer, re-introduced last year's budget in the house of commons today. He declared that he realized that the present deficit of \$131,240,000 would be more than wiped out when all arrears had been collected and that there would be an actual surplus of \$14,800,000.

If the budget had been passed as usual last year, he said, there would have been a surplus of \$21,000,000. The chancellor commented upon the remarkable decrease of 32 per cent in the consumption of whisky, a decrease that he attributed mainly to the extra duty imposed. The loss in the revenue from spirits, as compared with the estimated figures, was \$14,000,000.

PINCHOT POLICIES HIT.

Colorado Commission Wants State to Control Power Sites.

Denver, April 20.—The Colorado Conservation commission today adopted a resolution declaring for exhaustive state control of waterpower sites. The resolution, which turned down the Pinchot policies as outlined by James R. Garfield, in his address last night, reads as follows: "Resolved, That as the waters of this state are the property of the state, the powers developed by such water should remain forever under control of the state, and that all legislation tending to abridge or restrict such control be discouraged."

Famous Sealer Missing.

Victoria, B. C., April 20.—Captain Charles Spring, son of Captain William Spring, the founder of the British Columbia pelagic sealing, has been missing since January 1 under circumstances almost conclusively indicating that he has been lost with his steam launch, on which he had embarked on a cruise around Vancouver island in search of new oyster beds. He was known to have spent New Year's Eve at Pender island, but since then no tidings either of the launch or its owner have reached his family.

Taft Asked for Pardon.

Washington, April 20.—Representative Culloch, of Indiana, presented to President Taft today a petition for the pardon of John R. Walsh, the Chicago banker. The petition was signed by 22,000 residents of the Second Indiana congressional district, into which the railroads built by Mr. Walsh extend. The president directed that the petition be referred to the department of justice to follow the usual course.

Storms Menace Fruit Crops.

Winchester, Va., April 20.—Snow and hail fell at intervals this morning over the fruit belt of Northern Virginia. The thermometer has taken a decided tumble, falling 45 degrees since yesterday noon, approaching the freezing point.

BRIEF REPORT OF THE DAILY WORK OF NATION'S LAWMAKERS

Washington April 25.—With Senator Dolliver criticizing in pointed Western phraseology the Crawford-Elkins amendment to the traffic agreement provision of the railroad bill and Senator Root supporting the same provision in careful legal argument, the senate today was the scene of an interesting debate.

The Iowa senator showed resentment at the interference of the administration in the proposed legislation, while Mr. Root said the experience of the executive branch of the government had suggested the necessity for such legislation.

At the close of the discussion Elkins made an effort to obtain an agreement for a vote ten days hence, but failed because of the objection of La Follette.

Declaring the obligations of the railroad companies to be in reality a part of the public debt, Dolliver said within the last few years "right under the nose of congress and in the midst of the Roosevelt era, liabilities have been contracted by the railroads exceeding the \$3,000,000,000 of public debt which the country found saddled upon it at the close of the civil war, which our children will have to pay after we are gone."

These debts have been contracted, he said, by irresponsible railroad men to permit the harmonizing of their interests and without adding one dollar's worth of railroad facilities.

He was satisfied, whatever was done, the government should keep an eye on and control the actions of the railroads. He was of the opinion that the pending bill paralyzes present control.

Washington, April 23.—Representative Francis Burton Harrison, of New York, introduced a resolution in the house today calling on the president for all the facts in connection with the investigation and report of solicitor William P. Hepburn of the treasury department, upon alleged frauds at New York in 1891.

"Colonel Hepburn," said Mr. Harrison today, "has been quoted to the effect that frauds in the New York customs service, similar to those which Richard Parr claims to have discovered, were discovered by him 19 years ago. Colonel Hepburn, Mr. Whitehead, appraiser of the port of New York, and Mr. Chance, treasury agent, submitted in 1891 a report showing that importers were defrauding the government of millions of dollars."

"Whether that report was lost or suppressed, it is certainly important that we know whether it be true that these customs frauds have been known to the government officials for so long, especially as Richard Parr is now trying to collect several hundred thousand dollars from the government for discovering such frauds."

An understanding was reached today in the senate committee on privileges and elections that a vote would be taken next Wednesday on the question of reporting the bill providing for publicity of contributions to national campaign committees.

Washington, April 22.—Beginning its session at 11 o'clock today in an entanglement over the questions of a quorum, the senate adjourned a few minutes before 5 o'clock, when it was unable to muster enough members to continue business.

The debate on the section of the bill permitting the railroads to enter into traffic agreements continued throughout the afternoon, the principal participants being Senator Crawford, Sutherland, Ciapp, Elkins, Cummins and Carter.

For the most part the controversy partook of what to a layman would be considered hairsplitting, the chief contention being whether the provision in the Crawford amendment making agreements "subject to the approval of the Interstate Commerce commission" has the effect of requiring this approval before the agreements take effect.

After the pros and cons of this question had been presented at some length it appeared for a few moments as though a vote might be obtained. The ayes and noes had been ordered when Senator Dolliver expressed a desire to be heard on the amendment. He did not want to proceed at so late an hour and some friendly senator raised the point of no quorum.

The Dixon long and short haul amendment to the Elkins interstate commerce bill now before the senate will probably be defeated because the lumber senators, who at first glance were inclined to favor this provision, have become convinced that Coast terminal rates should not be robbed of advantages that come to them by reason of their water competition.

Washington, April 21.—Traffic agreements consumed the entire time given by the senate today to the railroad bill and they were under consideration when the senate adjourned. Senator Cummins held the floor throughout. He spoke against the section permitting such agreements and against the Crawford substitute for it.

Declaring his intention of denouncing any legislation that nullified the

anti-trust law, as this provision did, he said that the ultimate purpose of the legislation was to allow the railroads to fix their own rates without first submitting them to the Interstate Commerce commission. Without the establishment of rates any traffic agreement must be vague and of little effect.

Mr. Elkins said Mr. Cummins' contention for approval of rates in advance was impracticable and absurd.

He said that from 8,000 to 10,000 people were now employed by the railroad companies in establishing rates and he asserted that the Interstate commerce commission must have great forces of experts to carry out Mr. Cummins' idea.

"I am not ready to stand here and destroy the entire freight traffic structure of the railroads," he said, "and I don't believe that the people demand we should do so."

He said he did not want the anti-trust law repealed, but he did desire to assist in relieving the executive officials of the embarrassment they find themselves under enforcing the law.

The extent of the Guggenheim control of transportation and mineral interests in Alaska was discussed by Delegate Wickersham today before the house committee on territories, in connection with a hearing on bills that would provide for Federal guarantee of bonds issued by the Alaska railroads.

Washington, April 20.—In his maiden speech in the senate, delivered today on the railroad bill, Senator Purcell, of North Dakota, sharply criticized the president and the attorney general. He practically charged a purpose of so transforming the Supreme court as to insure such construction of the proposed law as to supplant and nullify antagonistic state laws and state constitutions.

He was dealing with the merger provision of the bill, and having stated that the North Dakota state constitution prohibited the consolidation of railroad lines, he contended that under decisions of the Supreme court it had been held that questions of this character were subject to state control.

The Pickett conservation bill, authorizing the president to make withdrawals of public lands for purposes of conservation, was passed by the house today. No record vote was taken, the final passage of the bill being unanimous.

As passed, the bill is practically in the form it was introduced by Mr. Pickett, of Iowa, it being stated that in that form it had the approval of the president. Under its terms the president is authorized to withdraw from location public lands for public uses, and for examination and classification to determine their character and value. These withdrawals, the bill provides, are to remain in force until revoked by the president or by congress.

Representatives Bursleson, of Texas, and Lever, of South Carolina, both authors of proposed remedial legislation in favor of the oleomargarine product, advocated their measures.

Mr. Bursleson urged repealing the tax on oleomargarine and dairy products and substituting an annual license for manufacturers.

Washington April 19.—The announcement of the prospective retirement of Senator Hale from the senate, following so closely on a similar announcement regarding Senator Aldrich, seemed to have a stunning effect on the senate. That the oldest of the senators in point of service should voluntarily decide to retire from that body was scarcely less of a surprise than that the recognized leader should have decided upon a similar step. Most of the senators declined to make any comment. Mr. Hale was in the senate building early in the day, but kept aloof from other senators and from visitors generally.

"Who will be the leader of the senate now?" was asked of Senator Dolliver.

"I suppose the mantle of the leadership will be deposited in the Smithsonian Institution, together with other relics of a discarded and abandoned system," replied the Iowa senator.

As he was leaving the White House Speaker Cannon was asked if the retirement of Senator Aldrich and Senator Hale would have any influence on him or other members of the house. He declared that the senators had been influenced wholly by considerations of health. Politics, he believed, did not enter into their determination.

The river and harbor bill, carrying an appropriation of about \$52,500,000, was passed by the senate today. There were no material amendments but there was considerable debate over various provisions.

The house military committee, at the conclusion of a hearing today, was on the verge of favorably reporting Senator Jones' bill directing the sale of the Walla Walla military reservation to Whitman college at \$150 an acre, when the chairman received a telegram, signed by John Ankeny and one Johnson, of Walla Walla, offering to buy the reservation at \$300 per acre.