

## DEVELOPMENT AND OF OUR HOME STATE

10 FEET.

Install Pump  
Canyon.

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At the point  
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sary place where the

installed. All the

owered from the plains  
above to the water's edge. A

en feet in diameter and two

et eight inches across the face was

built. The machinery and flume were

arranged and securely fastened to the

rocks to prevent them from being

washed away by high water. Eleven

hundred and sixty feet of pipe are used

in making the raise of 625 feet. Tests

of the plant have proved highly suc-  
cessful.

Lumber Camps Can't Get Men.

Hood River—The strawberry growers

are not the only employers of labor

who are having their troubles these

days. The Oregon Lumber company

has almost been forced to close its mill

at Dee on account of the scarcity of labor.

Manager Charles T. Early says

they use three crews—"one coming,

one working and one going." The labor-

ers do not seem to stick long at any

job and while the yard workers are

getting \$2.90 a day they will not stay

with their jobs. One morning recently

with the aid of Marshal Lewis, Mr.

Early rounded up 20 men in the jungles

and managed to persuade 13 of them

to take the train for Dee and go to

work. Eleven were put to work in the

yard and two others sent on to the

timber camp. At noon the Dee office

called up and told Mr. Early they were

ready for another round-up, as the 11

men from the yard were beating it

down the track. Fortunately these

loafers do not stick long in Hood Riv-

er, as they get thirsty and have to

move along to The Dalles or Portland.

Cannery Ready for Work.

Eugene—The Eugene Fruitgrowers'

association has a large force of men

employed getting the plant ready for

the opening of the canning season. A

large amount of money has been expen-

ded on the cannery building since it

was purchased from the Allen company

early in the spring. The packing de-

partment has been moved to the base-

ment of the building, where a good

floor has been built and every conven-

ience installed for the employes. The

big room on the ground floor formerly

used as a packing room will be used

for other purposes.

Work 33 Days on One Log.

Tillamook—The crew of Hadley Rus-

sel shingle mill, which is owned by C.

W. Gilmore, worked from April 9 to

May 18, cutting 141,000 shingles out

of one log 11 feet 10 inches in diam-

eter and 60 feet long. In order to cut

up the log it was necessary to blow it

into eight pieces with dynamite, the

saw used being only eight feet in

length. In cutting the log not over

half a cord of timber was wasted. In

falling the tree an arm 60 feet long

and four feet in diameter was broken

to splinters, not a bit of it being saved.

Farmers' Union in Coos.

Marshfield—A local branch of the

Farmers' Co-operative and Educa-

tional union was formed in this city by

Charles A. Hill, the organizer, who

has been working in this locality. There

are now four or five different

branches of the union in the county

and they will all be brought together

under a county organization. An

effort will be made to secure 1,000

members in Coos county.

Marshfield Improves Waterfront.

Marshfield—The Marshfield city

council is planning to clear the water-

front of all sheds, boathouses and

buildings, so that it will be possible

to have a wide wharf extending the

full length of the business section. To

do this it will be necessary to condemn

some of the buildings.

Eugene to Celebrate Fourth.

Eugene—Eugene will celebrate the

Fourth of July in an elaborate style

this year, the Merchants' Protective

association having taken up the matter

after the Commercial club had decided

not to celebrate. An air ship and other

big attractions will be secured for

that day.

### TREAT ROAD WITH ROCK.

County to Cooperate With Sawmill  
Co. in Needed Work.

Klamath Falls—Klamath county and  
the Meadow Lake sawmill company  
are to build a macadam road from  
Klamath Falls to the top of the moun-  
tain on the old Fort Klamath road.  
The work is to be done on a co-oper-  
ative plan, and ultimately the city may  
join in the combination.

The proposition made to the county  
is that if the county will furnish the  
rock crusher and one man to care for  
the machine, the Meadow Lake Mill  
company will haul the rock, place it on  
the road, roll it down and do all the  
balance of the work in connection with  
the building of a good roadbed without  
other cost to the county.

The Meadow Lake people are making  
this offer for the reason that the county  
has given them the privilege of running  
a traction engine over this road to  
haul the product of the mill to market  
in this city. The road leading out of  
town toward Fort Klamath from the  
city limits to the top of the hill is one  
of the worst pieces of road in the  
county during the winter season. In  
the flat about a mile outside the city  
this road gets hub deep in winter and  
it is almost impossible to get through  
it with any kind of a rig during that  
time of the year.

### Sane Celebration at La Grande.

La Grande—The Continental Congress  
of 1776 will be reproduced in this  
city, and all speakers will be  
garbed in continental dress, the Lib-  
erty bell will be here in likeness, and  
the Declaration of Independence will  
be read under inspiring circumstances  
on July 4, following decisions reached  
by the Chautauqua committee.

There will be a strenuous effort to  
have a sane celebration during the  
Fourth. No firecrackers, fireworks or  
confetti will be allowed on the grounds.

### Marcola Mill Starts.

Eugene—The Southern Pacific com-  
pany has started one of its sawmills at  
Marcola in operation after a shutdown  
of three years. The other two mills  
owned by the company in that vicinity  
will be started up as soon as they  
are in readiness, which will be inside  
of a few weeks. These mills, when  
operating to their full capacity, em-  
ploy 300 or 400 men.

### All Oregon Items Remain.

Washington—The rivers and harbors  
bill was signed by the conference com-  
mittee with all Oregon items nailed  
down. There has been a hard fight  
against the Oregon items, but the senate  
conferees, at Bourne's instance, in-  
sisted and finally overcame the house  
conferees' opposition.

### Creamery Ready for Business.

La Grande—The new creamery is  
ready for business. The machinery  
has all been tested and the plant is in  
readiness for the season's run. The  
machinery is of the latest and most  
efficient type.

### PORTLAND MARKETS.

Wheat—Track prices: Bluestem,  
83@84c; club, 80@81c; red Russian,  
78c; valley, 84c.

Corn—Whole, \$33; cracked, \$34 ton.

Hay—Track prices: Timothy, Wil-  
lamette valley, \$20@21; Eastern Ore-  
gon, \$22@25; alfalfa, \$15@16; grain  
hay, \$17@18, per ton.

Oats—No. 1 white, \$26@27 per ton.

Fresh Fruits—Strawberries, 75c@  
\$1.40 per crate; apples, \$1.50@3 per  
box; cherries, 50c@1.25 per box;  
gooseberries, 3@4c per pound.

Potatoes—Carload buying prices:  
Oregon, 40c per hundred; new Califor-  
nia, 1 1/2@2c per pound; sweet pota-  
toes, 4c.

Vegetables—Artichokes, 60@75c per  
dozen; asparagus, \$1.25@2 per box;  
head lettuce, 50@60c per dozen; hot-  
house lettuce, 50c@1 per box; green  
onions, 15c per dozen; rhubarb, 2c per  
pound; spinach, 8@10c per pound,  
rutabagas, \$1.25@1.50 per sack; car-  
rots, 85c@1; beets, \$1.50; parsnips;  
75c@1.

Onions—Bermuda, \$1.50@1.75 per  
crate; red, \$1.75@2 per sack.

Butter—City creamery, extras, 29c;  
fancy, outside creamery, 28@29c per  
pound; store, 20c. Butter fat prices  
average 1 1/2c per pound under regular  
butter prices.

Eggs—Fresh Oregon ranch, 23@24c  
per dozen.

Pork—Fancy, 12@13c per pound.

Veal—Fancy, 10@10 1/2c per pound.

Lamb—Fancy, 9@12c per pound.

Poultry—Hens, 19c; broilers, 28@  
30c; ducks, 18@25c; geese, 12 1/2c;  
turkeys, live, 20@22c; dressed, 25c;  
squabs, \$3 per dozen.

Cattle—Beef steers, good to choice,  
\$5.75@5.90; fair to medium, \$4.50@5;  
cows and heifers, good to choice, \$4.50  
@5; fair to medium, \$4@4.75; bulls,  
\$3@4; stags, \$3@5; calves, light, \$6  
@7; heavy, \$4@5.50.

Hogs—Top, \$10@10.40; fair to med-  
ium, \$9@10.

Sheep—Best wethers, \$4.50@4.75;  
fair to best wethers, \$4@4.25; best  
ewes, \$3.75@4; lambs, choice, \$5.50@  
6; fair, \$4.75@5.25.

### FLY THOUANDS OF MILES.

Prizes Offered for Long Distance  
Flights in United States.

New York, June 1.—Aerial flights  
from New York to St. Louis and from  
New York to Chicago will next be at-  
tempted, substantial money prizes for  
the accomplishments of both feats hav-  
ing been offered.

A prize of \$30,000 was offered to-  
night by the New York World and St.  
Louis Post-Dispatch to the first aviator  
who flies an aeroplane from New York  
City to St. Louis or from St. Louis to  
New York.

The New York Times announced that  
it had arranged with J. C. Shaffer, of  
the Chicago Evening Post for an offer  
of \$25,000 for an aeroplane race be-  
tween Chicago and New York.

Mayor Gaynor announced the prize  
for the New York-St. Louis flight at  
the Hotel Astor tonight, where Glenn  
H. Curtiss, who on Sunday wrote a  
new chapter in the history of aviation  
by making a flight from Albany to  
Governor's Island, was the guest of  
the New York World, whose \$10,000  
award he won. Conditions governing  
the flight will be announced after a  
conference with aeronautic experts.

A distinguished company gathered  
to meet the young aviator tonight. At  
the table the modest Curtiss sat be-  
tween the mayor and Brigadier Gen-  
eral Howe, U. S. A., in command of the  
department of the East.

A flood of congratulatory cable-  
grams and telegrams was read. Among  
them were messages from Bleriot, the  
French aviator; the Aero Club of  
France; Count Jacques de Lesseps,  
who recently flew across the English  
channel; Hart O. Berg, the "father of  
aviation," and Hubert Latham, the  
French aviator.

Hudson Maxim, one of the speakers  
of the evening, said:

"As the warless era, of which we  
catch glimpses in our dreams of a dis-  
tant future, is unquestionably yet far  
away, we must in our prediction look  
to the flying machines in war as well  
as sport and commerce.

"We shall not have to wait 100 years  
for the staunch, wind-defying machine,  
with automatic equilibration. Very  
soon automobiling of the air will be as  
safe as automobiling upon the earth  
now is. Neither shall we have to wait  
100 years for that spectacular eventua-  
tion—a fight between aerial navies,  
for these are bound to come."

Curtiss was enthusiastic over the  
new offer, but, in the absence of de-  
tails as to stops allowed and other con-  
ditions, he would not say definitely  
whether he would enter the contest.

Charles K. Hamilton quickly an-  
nounced, however, that he would be a  
contestant. He had planned to enter  
the New York-Albany race, but Curtiss  
was too quick for him.

The announcement of the prize offer-  
ed for the New York-Chicago flight  
was issued from the Times office late  
tonight as follows:

"The New York Times announces  
that it has arranged with J. C. Shaffer,  
of the Chicago Evening Post, for an offer  
of \$25,000 for an aeroplane race be-  
tween Chicago and New York, the  
details of which will be announced  
later."

### AIRSHIP WAR TEST PLANNED

Aviator Hamilton to Take Explosives  
Into Air With Him.

New York, June 1.—Unusual inter-  
est was manifested today in the an-  
nouncement that government employes,  
who are planning on an airship flight  
test soon in Chickamauga Park, will  
carry with them explosives to be dropped  
at dummy targets situated in the  
park. The test is to be given under  
the direction of Aviator Hamilton, and  
will be an attempt to prove the benef-  
its of the airship in time of war. The  
test will be watched with great inter-  
est by government officials as well as  
the world in general.

### Airship Treaty Now Under Way.

Washington, D. C., June 1.—Aerial  
navigation has made such rapid pro-  
gress that Secretary of State Knox and  
the government of Mexico are negoti-  
ating an aviation treaty governing the  
passage of airships across the border  
between the two countries. It will be  
the first treaty governing aviation be-  
tween nations and is already on the  
road to completion. It is announced  
from the State department that Mr.  
Knox is only awaiting the test of Mex-  
ico's proposition in detail before tak-  
ing final action on the terms.

### Chinese Fear Outbreak.

Shanghai, June 1.—Chinese warships  
with troops have been dispatched to  
Nanking in anticipation of a native  
outbreak against foreigners. The lat-  
ter have been warned. The Chinese  
soldiers now at Nanking will be re-  
placed by the force from Shanghai, as  
they are not considered reliable in case  
of need.

### "Jim Crow" Not Passed On.

Washington, June 1.—An attempt to  
have the Supreme court of the United  
States pass upon the authority of  
common carriers engaged in interstate  
commerce to make "jim crow" regu-  
lations met with failure when the court  
dismissed the so-called Chile's appeal  
from its docket.

## BRIEF REPORT OF THE DAILY WORK OF NATION'S LAWMAKERS

Washington, June 6.—By a vote of  
40 to 24 the senate today took up the  
administration bill to authorize the  
president to withdraw public lands for  
conservation purposes. The negative  
vote was cast by members who believed  
that the bill to admit Arizona and  
New Mexico to the Union as separate  
states should have been given the  
right-of-way.

The statehood bill probably will be  
delayed until near the close of the ses-  
sion, when there may be slight chance  
for it to emerge from conference.

The Democrats led in the movement  
to have the statehood measure substi-  
tuted for the conservation bill.

The general understanding is that  
the rivers and harbors conference re-  
port will be taken up tomorrow. Op-  
position to that bill and the public  
building bill has been used effectively  
by the Democrats to compel the major-  
ity party to act on legislation which  
the minority favored. But now, if  
they take that course, the effect will  
be to delay action on the statehood  
measure. Appropriation bills will be  
used to displace other business.

There appears to be, therefore,  
strong probability that the statehood  
bill will be the last of all the impor-  
tant measures before congress to come  
up for consideration. The indications  
are that final action cannot be taken be-  
fore next session at least.

It was practically settled tonight  
that there will be a conference be-  
tween the senate and the house on the  
railroad bill. Since Saturday last  
there has been a movement on foot to  
have the house agree to the senate bill  
in its entirety and thus avoid a con-  
ference.

Washington, June 4.—Although it  
came as a surprise to many, there were  
numerous indications today that the  
senate and the house might reach a  
prompt agreement on the railroad bill  
through practical acceptance by the  
house of the senate bill. While there  
was no certainty that such would be  
the case, there were many straws  
pointing that way.

This would have the effect of hasten-  
ing the adjournment of congress and  
members prophesied that with the rail-  
road bill agreed upon, adjournment  
would come within three weeks.

Senators Aldrich, Crane and Elkins  
today conferred with Speaker Cannon  
and Representative Mann, of Illinois,  
who has charge of the house bill. Mr.  
Mann said that as far as he was con-  
cerned, personally, he would not agree  
to the senate bill. He said there were  
many things in the house measure  
which were not in the one adopted by  
the senate upon which he would insist.  
Also there were some things in the  
senate bill to which he objected.

The subject will be called up in the  
house next Tuesday, when Mr. Mann  
will move non-concurrence and appoint-  
ment of conferees.

The suggestion that the house accept  
the senate amendments to the railroad  
bill met with favor at the hands of the  
Democratic members of the house who  
had the fight against the measure  
adopted by the house. They pointed  
out that the senate bill was a much  
better one than that passed by the  
house, from the shippers' standpoint,  
and if Republican leaders sincerely de-  
sired a measure which would benefit  
the people they could accept that meas-  
ure.

Washington, June 3.—The senate  
today adopted Burton's resolution in-  
structing the Interstate commerce  
commission to report to the senate all  
available information regarding the  
proposed advance in railroad freight  
rates and to furnish 100 examples of  
how leading commodities will be affect-  
ed by the increase.

Attorney General Wickersham today  
declared that the department of justice  
would not proceed further against the  
rate increases by railroads unless the  
shippers filed formal protests against  
the increases. He declared, how-  
ever, that his department was ready  
to proceed if proper evidence was laid  
before it.

The attorney general's announcement  
followed the filing of freight increases  
by railroads in all parts of the coun-  
try. The new tariffs filed with the In-  
terstate Commerce commission provide  
for increases varying from 3 to 31 per  
cent and affecting practically every  
shipping center in the United States.

Railroads and shippers are complet-  
ing "war plans." Both sides are pre-  
paring for a big struggle over the rate  
question. Following the filing of rate  
increases yesterday by the Eastern and  
Central Western railroads, the ship-  
pers are preparing to take measures to  
keep the rates from going into effect.  
On the other hand, the railroads en-  
joined by the Federal courts from al-  
lowing their rates to take effect are  
meeting to form plans to fight the case.

Washington, June 2.—But for the  
fact that Senator Overman, of North  
Carolina, succeeded in having the senate  
incorporate in the railroad bill a  
provision regulating injunction pro-  
ceedings affected by state law, the sen-  
ate probably would have voted on the  
railroad bill today.

The acceptance of that provision had  
the effect of inclining some Demo-  
cratic senators more favorably to the  
bill and of causing the Democratic side  
of the chamber to request opportunity  
for consultation before reaching the  
voting stage on the final passage. Ac-  
cordingly, the vote was postponed to  
permit a Democratic conference, which  
will be held at 11 o'clock tomorrow.

The senate today confirmed the nom-  
ination of Fred W. Carpenter as min-  
ister to Morocco. He will leave for  
his post of at Tangier shortly.

An amendment to the sundry civil  
appropriation bill adopted by the house  
today stipulated that no part of the  
\$100,000 provided in the bill for the  
enforcement of the Sherman anti-trust  
law can be used in the prosecution of  
labor organizations.

Tawney resisted the amendment, but  
received little support from his col-  
leagues.

Representative McCredie today in-  
troduced a bill authorizing the holding  
of a term of the United States circuit  
court at Vancouver, Washington on the  
first Tuesday in April and October of  
each year and at Aberdeen the third  
Tuesday in April and October.

McCredie is anxious to procure a