

# INDUSTRIAL DEVELOPMENT AND PROGRESS OF OUR HOME STATE

## ATTENDANCE INCREASED.

Students at O. A. C. 1011, and a Possibility of 2000.

Corvallis—The attendance at Oregon Agricultural college has increased twenty-four per cent over that of last year. Up to date 1,011 students have matriculated. They are registered from every county in Oregon, eighteen states of the Union, and eight foreign countries. Benton county leads the list with 174 students, and Multnomah comes next with 127. Linn county sends 39, Marion 36, Lane 34, Douglas 33, Washington 28, Yamhill 43, Jackson 25, Clackamas 21, Clatsop 18, Umatilla 17, Polk 20, Lincoln 15 and other counties from 2 to 14.

Students have come to the college this fall from 23 colleges and universities located in all parts of the world. They come from such institutions as the universities of Michigan, Wisconsin, Minnesota and Columbia, and from the Agricultural colleges of Michigan, Colorado, Oklahoma and Kansas. One man from India who has degrees from the schools of India and the University of Edinburgh, Scotland, has registered here in order to get special work in horticulture. Dean Cordley, of the school of agriculture, reports an exceptional growth in that work. He states that the Freshman class has increased 63 per cent; the Junior class 50 per cent; the Senior class 90 per cent; special students 50 per cent and graduate students 100 per cent.

In speaking of the increase in attendance President Kerr said: "I am convinced that the total registration for the year will reach 1,800 and possibly 2,000. I am particularly impressed by the large growth in the school of agriculture and in the great number of graduate and special students who are coming to us from other institutions."

## BIG SUM SECURED.

State Land Agent's Sales for Two Years Bring \$629,697.

Salem—Peter Applegate, state land agent, has submitted his first letter of transmittal to Governor Benson and in it is shown that gross sales during the time covered by his report, October 1, 1908, to October 12, 1910, amounted to \$629,697.30.

The letter of transmittal is as follows:

"At the time I took charge of the office of state land agent the price for which the state selected indemnity lands was \$8.75 per acre. This price was advanced on October 12, 1909, to \$10 per acre; on February 4, 1910, to \$13 per acre, and on April 12, 1910, to the present price of \$15 per acre.

"The state pays filing, advertising and other fees incidental to indemnity selections whenever the selection is for ten acres or over. Where a selection is for less than ten acres, the applicant pays the fees. The amount of these fees paid by the state during the period covered by this report is \$7,307.87, a cost of about 11 cents per acre on the 65,850.77 acres selected during this period.

43,683.64 acres were sold at \$8.75 per acre.

15,020.35 acres were sold at \$10 per acre.

4,968.89 acres were sold at \$13 per acre.

2,177.89 acres were sold at \$15 per acre.

"The gross amount of sales is \$629,697.30.

"There are about 47,000 acres of land still on hand to dispose of, which is being used as base by the state at \$15 per acre.

## Apple Market Sought.

Commercial exploitation of Oregon's famous apples will be started at once by the Northwestern Fruit exchange in the Middle Western and Southern states. At a recent meeting of the exchange it was decided to put four salesmen in the field and to sell Northwest apples where they have never been sold before.

The campaign will be directed especially to the wholesale grocery trade, and it is expected that there will be opened up a wide territory heretofore undeveloped on Northwestern fruit. The campaign will be the first of its kind ever inaugurated by the exchange in the interest of the industry.

Plans are being formulated for the co-operation of the exchange with its local constituents for the betterment of the pack and grade of apples and to bring about an improvement in the practical working conditions of the business.

## Big Squashes at Athena.

Athena—A 64-pound squash, grown by Andy Weaver and J. E. Froome on the Cass Cannon tract south of Main street, is the centerpiece for an attractive window display in the Musgrove Mercantile store in this city. It has a companion weighing 52½ pounds.

## CHICKS THRIVE IN SOUTH.

Medford Climate Ideal for Raising Poultry, Says Expert.

Medford—Manager Malbouef, of the Medford Commercial club, is in receipt of a letter from James Dryden, professor of chicken husbandry at Oregon Agricultural college, in which the professor lauds the climate and soil of the Rogue river valley from the chicken raising point of view, and urges that more enter the field of production. The letter in part is as follows:

"I know of no place in the United States that is more favorable in a climatic way for the raising of poultry than the Rogue river valley. You have no extremes of temperature, a moderate rainfall, little snow and abundant sunshine. You have all the natural advantages of soil and climate. Poultry may be successfully kept in orchards, and there are advantages of such combination, but you have large tracts outside of your orchard land that are bringing in little or no revenue now, that might be devoted to poultry raising. I have in mind a farm of 120 acres, too poor for crop, that is producing over \$10,000 a year in poultry and eggs, and the same thing could be done on waste land in Southern Oregon that has practically no market value at the present time. I prepared a book for the Portland Commercial club on poultry raising in Oregon, which I believe is now being printed. In this I refer to conditions in Southern Oregon, and you may get some points from it that you can use to advantage in your community."

## Build Big Wool Warehouse.

Lakeview—Work has commenced on the big warehouse for the Lakeview Wool Storage company. The building is located directly west of the high school grounds, and will be 73x100 feet in size. It will have a capacity of 1,000,000 pounds. The building will be so arranged that every sack of wool that is stored can be inspected by the intending purchaser, and buyers will then be able to make an intelligent offer.

## PORTLAND MARKETS.

Wheat—Track prices: Bluestem, 88c; club, 83c; red Russian, 82½c; valley, 87c; 40-fold, 85c.

Barley—Feed, \$21.50@22 per ton; brewing, \$23.

Millstuffs—Bran, \$25 per ton; middlings, \$33; shorts, \$27; rolled barley, \$24.50@25.50.

Hay—Track prices: Timothy, Willamette valley, \$19@20 per ton; Eastern Oregon, \$21@22; alfalfa, new, \$15@16; grain hay, \$14.

Corn—Whole, \$32; cracked, \$33 ton. Oats—White, \$28.

Green Fruits—Apples, new, 60c@ \$1.50 per box; pears, 10c@2; peaches, 85c@\$1 per crate; grapes, 75c@1.25 per box, 15c per basket; cranberries, \$8.10@9.50 per barrel; huckleberries, 7@8c per pound; quinces, \$1@1.25 per box; watermelons, \$1.

Vegetables—Beans, 3@5c per pound; cabbage, 1½c; cauliflower, 50c@1.25 per dozen; celery, 50c@90; corn, 12@15c; cucumbers, 25@40c per box; eggplant, \$1@1.25 per crate; garlic, 8@10c per pound; green onions, 15c per dozen; peppers, 6c per pound; pumpkins, 1½c; radishes, 15@20c per dozen; sprouts, 7@8c; squash, 1½c per pound; tomatoes, 15@50c per box; carrots, \$1@1.25 per hundred; parsnips, \$1@1.25; turnips, \$1.

Potatoes—Oregon, \$1.25 hundred.

Onions—Oregon, buying price, \$1.10 per hundred.

Poultry—Hens, 17c; springs, 16@16½c; ducks, white, 17@17½c; geese, 11c; turkeys, live, 19@20c; dressed, 22½@25c; squabs, \$2 per dozen.

Butter—City creamery, solid pack, 36c per pound; prints, 27@37½c; outside creamery, 35@36c; butter fat, 36c; country store, 24@25c.

Eggs—Oregon, candled, 34@35c per dozen; Eastern, 26@32c.

Pork—Fancy, 15c per pound.

Veal—Fancy, 85 to 125 pounds, 13@13½c per pound.

Hops—1910 crop, 10@12½c; 1909, nominal; olds, nominal.

Wool—Eastern Oregon, 13@17c per pound; valley, 17@19c; mohair, choice, 32@33c.

Cattle—Beef steers, good to choice, \$5@5.90; fair to medium, \$4.50@5; choice spayed heifers, \$4.50@4.75; good to choice beef cows, \$4.25@4.50; medium to good beef cows, \$3.50@4; common beef cows, \$2@3.50; bulls, \$3.50@4; stags, good to choice, \$4@4.50; calves, light, \$6.50@7; heavy, \$3.75@5.

Hogs—Top, \$9.75@10.15; fair to medium, \$9.50@9.75.

Sheep—Best valley wethers, \$3.25@3.50; fair to good wethers, \$3@3.25; best Mt. Adams wethers, 4@4.25; best valley ewes, \$3@3.50; lambs, choice, Mt. Adams, \$5.25@5.50; choice valley, \$5@5.25.

"What has become of our poets?" asked the literary editor, sadly. "Those that haven't starved to death are working for the advertising agencies," remarked the sporting editor.—Philadelphia Record.

## FAMINE THREATENS PARIS.

Railroad Employees Strike and Serious Trouble Follows.

Paris, Oct. 12.—The French government is again facing a serious strike. Employees of the Northern railroad went on strike early today, and tonight the strike spread to the Western railroad, which is owned by the state.

Indications are that tomorrow will see a complete tie-up in Northern and Western France.

The strike involved about 80,000 men. The strike on the Western road was voted this evening by 8,000 men employed in Paris and suburbs. They count upon the national unions to tie up the province.

The movement may possibly extend to the Eastern and the Paris, Lyons & Mediterranean railroads.

Paris is threatened with a scarcity of food. Transportation is partly prostrated, and the vast army of working people in the Northwest quarter are unable to reach their places of business.

Military engineers are taking the places of the strikers, and the troops are guarding various stations and important sections of the roads. Large military forces were distributed when the strike was declared and additional troops were ordered out tonight.

The government has decided upon an important step in an attempt to break the strike on the Northern road. The Official Journal publishes a decree calling to the colors about 30,000 employees of the Northern railroad. This immediately subjects the men to military discipline, under which they may be ordered to operate the trains.

Officials of the Northern railroad have issued a statement that wages on the Northern railroad were increased 3,500,000 francs during the year of 1909-10, and that the increased cost of operations and the burdens put upon them by parliament made it impossible to meet the demands of the men.

## ROOSEVELT TRIES FLYING.

Quickly Accepts Invitation of Aviator for Trip.

St. Louis, Mo.—Theodore Roosevelt made an aeroplane flight here and said it was the finest experience he had ever had. He traveled twice around the aviation field at Kinloch, 18 miles west of St. Louis, in 3:20. He waved his hand at the crowd of thousands on the field below, most of whom were too dumbfounded and frightened to move. When the machine alighted easily, a mighty shout of applause and relief went up.

Arch Hoxsey, a Wright aviator, with whom Colonel Roosevelt made the flight, said that the colonel made a good fellow-voyager for the trip, but, instead of being afraid, he was having such a good time that Hoxsey was afraid he would fall out or interfere with the engine, which was roaring at his side.

The colonel waved his hands at the crowd below so vigorously that Hoxsey called out to him: "Keep your hands on the rail, Colonel." Colonel Roosevelt, who had forgotten to hold himself in, waved his hands once more and then obeyed orders.

## Death Takes Wreck Hero.

Seattle—Michael J. Heney, the millionaire railroad contractor, is dead in San Francisco, after an illness of several months. Heney built the White Pass & Yukon railroad and the Copper Valley railroad in Alaska. He almost perished in the wreck of the steamship Ohio in Northern British Columbia waters in August, 1909, and had not been entirely well since that time. He was carried overboard when the ship went down and after swimming ashore he neglected himself to care for the shipwrecked women and children.

## Suspect Arrested.

Sacramento, Oct. 12.—Sacramento police today arrested George Wallace, suspected of having been concerned in the Los Angeles Times dynamite explosion. Wallace's attempt at the time of his arrest to destroy a letter which, when pieced together, contained veiled reference to the explosion, and the fact that he almost collapsed when taken into custody, confirm the belief of the detectives that they have made an important capture.

## Homesick, Men Mutiny

San Francisco—Homesick in the Arctic, several of the crew of the whaler Letitia threw the harpoon guns overboard and though placed in irons, succeeded in terminating the vessel's cruise. The Letitia arrived here with 350 barrels of oil and 4,700 pounds of whalebone, all of which were taken within 16 days.

## Record in Air is Broken.

St. Louis—A. L. Welsh, in a Wright biplane, created a new endurance record for America of 3 hours, 11 minutes and 35 seconds. The previous record was made by Ralph Johnstone in the Harvard meet at Atlantic, Mass., September 12, in 3 hours, 5 minutes, 40 seconds.

# NATIONAL GOVERNMENT NEWS NOTES OF GENERAL INTEREST

## SUPREME BENCH FILLED.

Corporation Tax Litigation to Come Up Three Months Hence.

Washington—Because of failure to have a full bench in the Supreme court of the United States a general readjustment of important cases set last spring for consideration this autumn was made by the court.

The Standard Oil and Tobacco suits under the Sherman anti-trust law were postponed for rehearing from November 14 to January 3. The corporation tax cases were also signed for argument on January 3. So were the cases involving the question of the correct penalty to be imposed on violators of the 28-hour law, regulating the shipment of livestock.

It is expected that successors to Chief Justice Fuller and Justice Moody will have taken their places by that time.

The importance of the questions involved also led the court to postpone until January a number of cases set for argument today. The boycott and contempt appeals arising out of the injunction proceedings in the District of Columbia brought against the American Federation of Labor by the Buck Stove & Range company, of St. Louis, were reassigned for January 16.

The Kissel case, involving the question whether the American Sugar Refining company and others conspired to prevent the Pennsylvania Sugar Refining company from doing business, was postponed until November 10, on account of illness of counsel. The cases involving the constitutionality of the employers' liability law were reassigned for argument on November 28. Attempts to postpone consideration of the cases involving the peonage prosecutions from Florida and the Missouri 2-cent fare law was unsuccessful.

Motions to advance a large number of cases were submitted to the court. Among these were cases involving the constitutionality of the Carmack amendment to the Hepburn rate law, making the initial carriers responsible for goods throughout the route, and the cases involving the constitutionality of the bank deposits guarantee laws of Oklahoma, Nebraska and Kansas.

## WEST CHARGES CONSPIRACY

Grain Shippers Are Discriminated Against on Part of Railroads.

Washington—A conspiracy on the part of the railroads to deprive Middle West grain shippers of the advantages of cheap water transportation and to drive the grain transportation business from the Great Lakes is charged in a petition filed with the Interstate Commerce commission by the Chicago board of trade.

The complaint is directed against the Pennsylvania railroad, the Baltimore & Ohio railroad, the New York Central and 74 other railroad lines operating east of Chicago and other Lake Michigan and Lake Superior points.

It is reported that "by reason of conspiracy on the part of the defendant carriers, substantially all means of all-rail through transportation from Chicago to New York and other Atlantic seaboard points, and also all parallel and competing through lines of transportation via the Great Lakes from Chicago and other lake points to Buffalo, and from Buffalo to New York, and other Atlantic seaboard points, are owned and controlled by the defendant carriers."

The commission is urged to protect the lake traffic in grain by restoring the lower ex-grain rates from Buffalo to Eastern points.

## DECISION TO BE APPEALED.

Interstate Commission Not Satisfied in Lumber Rate Case.

Washington—Luther R. Walters, attorney for the Interstate Commerce commission, announced that the commission would appeal to the United States Supreme court from the decision of the United States circuit court at St. Paul sustaining the railroads' contention in the Pacific Coast lumber rate case. The lower court held reasonable a 50-cent rate fixed by the railroads. The commission is not content to abide by this decision, and next week Attorney Walters will go to St. Paul to file an appeal to bring the case before the Supreme court.

This is a privileged case and when the Supreme bench is filled in January the commission will enter a motion to advance it in the hope of getting a decision at this time of court.

## 1000 Are Dead or Missing.

Washington—Forester Graves received the following telegraphic report from Supervisor Marshall, of the forest service, at Cass Lake, concerning the forest fire situation in Minnesota: "Reports give 1,000 burned and missing. The area burned is estimated to be 2,500 square miles. Fire still burning."

## RAISING OF MAINE APPROVED.

Taft Gives O. K. and Work Will Be Completed in February.

Beverly, Mass.—President Taft finally approved plans for raising the wreck of the battleship Maine, which call for the completion of the work on or before the 13th anniversary of the destruction of the war vessel, February 15, next.

The work is to be done according to plans made by army engineers and to be under the direction of an engineer officer.

President Taft believes that the paramount question is the determining for all time the cause of the explosion. He has invited Spain to send a representative to be present during the work of exposing and removing the wreck.

The disposition of the old hulk remains to be settled.

Army engineers believe that it will be possible to float the after two-thirds of the vessel. The forward third, where the explosion wrought the greatest havoc, is believed to be too far gone to be taken out as a whole, and the wreckage will be removed piecemeal.

If congress approves the recommendation of the engineers the wreck will be taken out to sea and given a ceremonial burial in deep water.

No portion of the wreck is to be disturbed until a full opportunity has been given to view and study it.

To this end the first work will be the construction of a cofferdam of interlocking steel pilings, large enough to give a clearance of 50 feet on all sides of the wreck.

The pumping out of the water, when the dam is completed, unquestionably will be an impressive event.

The bodies of sailors who lost their lives in the disaster and were never recovered will be taken to the Arlington National cemetery at Washington for burial.

A naval board of inquiry, which was convened in Havana and made such an examination of the wreck as was possible with divers and the testimony of survivors, reported that the explosion came from the outside, probably a mine.

The wreck is now in 25 feet of water. It has sunk but one foot in the 12 years since it went down. The dam to be constructed about the wreck will be 415 feet in length and 275 feet at the widest place.

## HIGH RATES ARE NEEDED.

Railroads Say No Funds Available for Improvements.

Washington—President James McCreary, of the Pennsylvania Railway company, was a witness before the Interstate Commerce commission on the proposed advances in freight rates by railroads out of Chicago.

Mr. McCreary urged the necessity of the proposed increases on account of the increased expenditures in wages incurred by roads during the last ten years—aggregating 33 per cent in the case of the Pennsylvania, and the increased cost of maintenance of service. The witness said that the results of the constant increases in the business of the Pennsylvania, through a long period of years, had been distributed either through reduction in rates, increases in wages and amounts paid for material, or by reinvestments in the property not capitalized.

He expressed the belief that a property of the magnitude of the Pennsylvania Railroad rendering a service satisfactory to its patrons, "deriving, as it did derive in 1909, net earnings to the amount of only 5.01 per cent of the amount actually invested in the property," was entitled to fair consideration by the people, and he could not understand how rates that secured such results could be regarded as too high.

The hearing was conducted before the full commission, Chairman Martin Knapp presiding.

## Missouri Case is Argued.

Washington—Stubbornly contesting every point, attorneys for the State of Missouri and the railroads therein, began argument before the Supreme court as to the validity of a 2-cent passenger rate and maximum freight rate laws of the commonwealth. It is asserted that the issues in controversy will affect railway legislation in nearly every state in the Union.

The case includes questions of jurisdiction of Federal courts over state legislation and the proper basis of arriving at the remuneration guaranteed the railroads under the Federal constitution.

## Southern Railway Gains.

Atlanta, Ga.—A gain of \$1,921,663 in net revenues for the fiscal year ended June 30, 1910, is shown by the 16th annual report of the Southern Railway. The operating income went to \$16,698,020, a gain of \$1,858,631 for the year. The increase in wage scale recently announced, it is said, will add nearly \$2,000,000 to the annual payroll.