

OREGON STATE ITEMS OF INTEREST

GRANGE INTEREST GROWS.

Lecturer Johnson's Visit Adds to Membership at Laidlaw.

Laidlaw—J. J. Johnson, state grange lecturer, was in Laidlaw a few days ago, and held an enthusiastic meeting in the interest of grange work. The result of his visit has been to revive interest in the order, and a number of new members have been added to Pickett Island grange, the local society. Mr. Johnson has been traveling extensively in Central Oregon, and stated at the meeting that he had not seen a section of the state that had greater possibilities than in this district, and with the advent of the railroads in this section he looked to see this part of the state rapidly settled up.

TROLLEY LINE FOR CROOK.

Portlanders Furnish Funds for Opal City-Prineville Electric.

Prineville.—County Surveyor Fred A. Rice has the contract for the completion of a survey for an electric road from Opal City, the new town on the north side of Crooked river, on the Oregon Trunk and Harriman line surveys, to Prineville, by way of Lamonta gap and McKay flat.

The contract for the surveying was awarded by Jos. G. Houston, who represents Portland capital in the Oden Falls project and a reclamation project in the vicinity of Opal City. It is the purpose of Mr. Houston to generate the power for the electric line at Oden Falls, where contracts have already been awarded for the construction of power plants.

Douglas County Onions.

Roseburg.—Douglas county continues to break records. Besides some wonderful yields of fruit, it now comes to the front with an onion crop yielding \$1,500 per acre. From a piece of ground belonging to Joe Snider, at Days Creek, measuring 55 square rods, approximately one-third of an acre, Mr. Snider harvested a little more than 500 bushels of onions this year. These were sold at 2 cents per pound, bringing him \$500, or a return of more than \$1,500 per acre. This beats any crop heard of except the immense yield of Spitzberg apples grown by J. B. Smith at Winston's, this county, last year, for which he realized \$2,400 per acre.

Mail Service Impaired.

Marshfield.—The mail service to Coos Bay is seriously impaired as a result of the change in the schedule made by the government. Under the new arrangement the outgoing mail will be eight or ten hours late. The department ordered that the service by way of Sumner over the Coos Bay wagon road be discontinued October 31. No provision for carrying the mail was made until the next day, when Inspector Valle instructed the Marshfield postmaster to send the mail by train to Myrtle Point and thence by stage to Roseburg.

A. & C. Revenues.

Salem.—The net revenues of the Astoria & Columbia River railroad, according to the report filed with the railroad commission, for the year ending June 30, 1909, were \$210,788.78. The total operating revenues for the road were \$629,075.38; of this \$525,532.91 was interstate business and \$96,542.47 was Oregon portion of the interstate business carried. The operating expenses were \$410,350.10. The Astoria & Columbia River road paid taxes amounting to \$29,612.17.

Better Service Promised.

Salem.—Announcement has been made at the office of the railroad commission that hereafter the Corvallis & Eastern Railroad will give better service between Albany and the coast. Heretofore during the winter the passenger business has been handled by a mixed train. From this time on the service will be divided and all freight will be taken care of by a tri-weekly freight.

Complains Against Wells-Fargo.

Salem.—C. P. Bishop, a clothier with a string of stores in the Willamette valley, has filed a complaint with the railroad commission against the Wells-Fargo Express company, alleging excessive rates. He says that the rate of 2 cents a pound on shoes from Salem to Portland is extortionate, in view of the rate of 16 cents from Chicago to Salem, and 7 cents from Salem to Grants Pass.

Autos Take Place of Stage.

Prineville.—J. H. Wenandy of Bend, who has for the past two years operated the stage line in conjunction with the D. I. & P. company between Bend, Redmond and other points to Shaniko by way of Madras, has disposed of his entire stage and livery business excepting some holdings in Bend, and has put five up-to-date automobiles into the stage service covering all points in the interior.

Coos Bay Is Encouraged.

Marshfield.—A press dispatch from New York, stating that the Northwestern was planning a bond issue for the completion of the line of the company to the Pacific coast, has created some interest here, because rumor has connected the name of the Northwestern with one of the local railroad surveys. There is some hope felt that the Northwestern may make Coos Bay a terminus.

FARMERS ARE COMING.

Kansas Take Contracts to Buy Large Acres; Near Grants Pass.

Grants Pass.—Development of the country by the colonization method has been started in Rogue river valley. Several large projects have been advanced that has caused a general movement in this direction, particularly the talk of an electric line from Grants Pass to Ashland.

Another feature that has gone far toward the rapid development of much land has been the inauguration of a large irrigation system for both high and low land.

A project to colonize 3,000 acres within a few miles of this city was announced a few days ago by W. B. Sherman, who says he has contracts with sufficient people to take up this land in 40 and 80-acre tracts. Nearly all the buyers are farmers from near Kansas City, and they and their families will begin to arrive shortly. The advance guard will select the improved land this fall, in order to be prepared for the spring crops. Following in the spring another body will arrive, and within a year the entire tract will be settled with Eastern farmers.

The price to be paid by the colonists for the unimproved land will vary from \$8 to \$20 an acre.

Pears Bring 6½ Cents Each.

Medford.—A carload of pears from the Bear Creek orchard sold for \$2,900 in New York. There were 1,064 half boxes or 44,564 pears, hence each pear for the car averaged 6½ cents. The car paid the orchard company net \$2,215.80, or 4.97 cents for each pear.

Convict Foundry Rebuilt.

Salem.—The shops destroyed at the penitentiary early in the summer have been rebuilt and the new buildings are ready for occupancy. The buildings will again be occupied by Loewenberg, Going & Co., employing convict labor in the manufacture of stoves and ranges.

Dry Land Potatoes.

The Dalles.—A. H. Fligg has taken 1,330 sacks of potatoes from 14 acres, grown by the dry land farming process. Mr. Fligg is exhibiting numerous specimens weighing three pounds each.

Beet Weighs 30 Pounds.

Eugene.—Ole Casperson has brought back to Eugene a beet grown in his garden that beats all beets in this section. The vegetable weighs just 30 pounds.

PORTLAND MARKETS.

Wheat — Bluestem, \$1.02 @ 1.04; club, 92c; red Russian, 90@91c; valley, 91c; Fife, 92c; Turkey red, 92c; 40-fold, 95c.

Barley—Feed, \$27 per ton; brewing, \$27.50.

Corn—Whole, \$35 per ton; cracked, \$36.

Oats—No. 1 white, 28.50 per ton.

Hay—Timothy, Willamette valley, \$14@17 per ton; Eastern Oregon, \$18 @20; alfalfa, \$15@16; clover, \$14; chaff, \$13@14.50; grain hay, \$14@15.

Butter—City creamery, extras, 36c per pound; fancy outside creamery, \$30@36c; store, 22½@24c. Butter fat prices average 1½c per pound under regular butter prices.

Eggs—Oregon, 36@36c per dozen; Eastern, 30@34c.

Poultry—Hens, 15c; springs, 15c; roosters, 9@10c; ducks, 15@15½c; geese, 10c; turkeys, 17½c; squabs, \$1.75@2 per dozen.

Pork—Fancy, 9@9½c per pound.

Veal—Extras, 9½@10½c per pound.

Fruits—Apples, \$1@2.25 per box; pears, \$1@1.50; grapes, 80c@1.25 per crate; 12½c per basket; casabas, \$1.25@1.50 per dozen; quinces, \$1@1.25 per box; cranberries, \$8.50@9 per barrel; persimmons, \$1.50 per box; huckleberries, 8c per pound.

Potatoes—50@60c per sack; sweet potatoes, 13½@2c per pound.

Vegetables—Artichokes, 75c per dozen; beans, 10c per pound; cabbage, 3½ @2½c; cauliflower, 30@60c per pound; celery, 50@85c; corn, \$1@1.25 per sack; horseradish, 9@10c per dozen; peas, 10c per pound; peppers, 5@6c; pumpkins, 1 @ 1½c; sprouts, 8c; squash, \$1@1.10; tomatoes, 25@60c; turnips, 75c@1 per sack; carrots, \$1; beets, \$1.25; rutabagas, \$1.10.

Onions—\$1@1.25 per sack.

Hops—1909 crop, 24@26c per pound; 1908 crop, 20c; 1907 crop, 12c; 1906 crop, 8c.

Wool—Eastern Oregon, 16@23c per pound; mohair, choice, 24c.

Cattle—Best steers, \$4.50; fair to good, \$4@4.25; medium and feeders, \$3.50@3.75; best cows, \$3.50; medium, \$3@3.25; common to medium, \$2.50@2.75; bulls, \$2@2.50; stags, \$2.50@3.50; calves, light, \$5.25@5.50; heavy, \$4@4.75.

Hogs—Best, \$7.50@8; medium, \$7.50@7.75; stockers, \$5@6.

Sheep—Best wethers, \$4.25; fair to good, \$3.75@4; best ewes, \$3.75@4; fair to good, \$3.50@3.75; lambs, \$4@5.50.

WARSHIP HAS SPEED.

Battleship North Dakota Is Fastest Dreadnaught Afloat.

Rockland, Me., Nov. 5.—The North Dakota's screw standardization tests over the Rockland measured mile course today developed a maximum speed of 22.25 knots, an average of 21.833. Both marks are in excess of the best performances of either her sister ship, the Delaware, or the Bellerophon, the leading Dreadnaught of the British navy.

In attaining this speed the turbine engines of the North Dakota were forced to the development of more horsepower than has been reached by any battleship afloat. A maximum of 35,150 horsepower was recorded, while 33,875 horsepower was the mean amount. The maximum number of revolutions of her nickel composition propellers was 296 a minute. It was found that 263 revolutions in this time were sufficient to maintain the contract speed of 21 knots.

The North Dakota by her performance today takes precedence as a general first-class battleship. The figures recorded today surpass those of any other Dreadnaught. There is but one such battleship afloat the attainments of which may exceed those of the North Dakota. This is the Neptune, just launched for the British navy. The Neptune, however, will have to attain figures much in excess of specifications to accomplish this. The Bellerophon, of the British navy, has made but 22.1 knots.

GRAIN SLIPS FROM CANADA.

Dominion Sends Wheat to America for Shipment Abroad.

Montreal, Nov. 5.—Freight rates have brought about a curious situation in connection with the shipment of grain from Canada to England. Despite the large increase in the grain output from the Canadian West, Montreal is getting less of the grain freight trade than it has had in recent years.

The explanation is that freight rates from Boston to Liverpool are one and one-half cents per bushel cheaper than from Montreal to Liverpool and that though the extra cost of transportation of the grain from the Canadian West to Boston brings the total cost of freight from the wheat fields to England to 12-3-4 cents in each case, the insurance on the freight from Boston is less than one-third of that on grain on the Montreal route outward bound. In other words, American ports are getting Montreal's grain export trade because the insurance rates on grain cargoes from those ports are about 70 per cent less than those on such freight from Montreal.

AEROGRAM AT 4,305 MILES.

Pacific Mail Liner Korea Hangs Up Wireless Record.

San Francisco, November 5.—The wireless record was again broken by the Pacific Mail liner Korea Tuesday night, when a message from her 4,305 miles distant was clearly received here at the summit of Russian Hill. A message was received last week at a distance of 3,300 miles. The latest message was as follows:

"November 3, 8 P. M., 2,805 miles west of Honolulu. In touch with Japan tonight. All well.—Korea."

This message was also caught by the government wireless plant in Barralou Islands, 40 miles outside the Golden Gate.

The distance covered to and from the Korea is 1,100 miles farther than the distance covered by the Marconi system on the Atlantic, and Marconi is said to operate with a 50 kilowatt plant. The Korea's plant is a 5 kilowatt.

The message came direct and in unmistakable dots and dashes.

SCHMITZ MEN SEE JOBS.

Ex-Mayor's Old Henchmen Flocking Back to Land of Birth.

San Francisco, Nov. 6.—Although Mayor-elect P. H. McCarthy has declared that he has not made any plans regarding numerous appointments which he will have at his disposal when he takes office, the henchmen of ex-Mayor Schmitz are already flocking back to the crib. It is declared by those in touch with the political plans of McCarthy that many of them will be given a chance at the public funds once more.

The ex-registrar of votes, two ex-members of the police commission, a member of the board of public works under Schmitz, and the ex-secretary of that body and the ex-secretary of the board of education are among those who are said to be slated for return to power, although they may not secure their old berths.

Students Go on Strike.

Cleveland, O., Nov. 5.—Principal Charles Lynch of West High School made a compromise proposition today to the 430 boys and girls of his school who are on strike against double sessions and bad lunches, that he will see to providing better meals at noon if they will return. He told them he could do nothing to change the double sessions. The pupils will not consider the proposal. When school convened not more than 100 pupils were in the building. The other 400 held a meeting and adopted resolutions to prolong the fight.

Ship's Strong Room Looted.

New York, Nov. 5.—News leaked out late this afternoon that some time last night robbers aboard the Hamburg-American steamer Prince Joachim blew open the strong room safe, secured \$50,000 in gold and escaped. The police are guarding the ship and the crew are under surveillance.

NEWS FROM THE NATIONAL CAPITAL

NATIONAL REVENUE BOOMS.

Income Fast Catching Up With Uncle Sam's Expenses.

Washington, Nov. 5.—A working balance in the treasury much the same as a month ago—a little less than \$31,000,000—a balance in the general fund of \$89,103,078, or approximately \$6,000,000 less than a month ago, the ordinary disbursements overrunning the ordinary receipts by \$1,223,895, and an aggregate debt which decreased \$395,544, are some of the features shown by the treasury statement for October.

Treasury officials say the statement was gratifying. The customs and internal revenue receipts are booming.

The aggregate debt of the United States is \$2,661,425,301. Deducting notes and certificates, the regular interest and non-interest bearing debt is \$1,295,147,432.

Customs receipts for October were \$29,278,695, which brings receipts so far this fiscal year to \$89,361,376. Internal revenue receipts are approximately \$24,000,000.

Ordinary receipts so far this fiscal year run ahead of the same period last year by almost \$28,000,000, while miscellaneous receipts for the same period outdo last year by almost \$13,000,000.

Of disbursements for the month, civil and miscellaneous reached \$35,378,704; war, \$25,189,869; navy, \$9,981,822; Indian, \$1,627,916; pensions, \$11,850,221; postal deficiency, \$3,397,612; interest on public debt, \$3,370,216; and repayment of unexpended balances, \$1,198,706.

To Shoot at Airships.

Washington, Nov. 3.—To devise some means of defense against aerial invasion, the bureau of ordnance of the War department, it was learned today, is about to begin a series of experiments in shooting at air craft with cannon. The experiments will be carried on at the Sandy Hook proving grounds in New Jersey. Captain Charles Dey Chandler, of the signal corps, one of the two qualified pilots in the army, left Washington today for New York to make arrangements for the balloons to be used. He will be stationed temporarily at Fort Wood, near New York.

Lieutenants Fly Without Wright.

Washington, Nov. 4.—Lieutenants Humphrey and Foulers today flew an hour and three quarters of a minute in the government aeroplane, breaking all records for sustained flights made at College Park since the beginning of the trials that are being held under the direct supervision of Wilbur Wright. The young men showed a strong inclination to keep up longer, but Wright signalled them to descend on account of the wind, which was rising rapidly.

Conspiracy Verdict Sustained.

Washington, Nov. 3.—The Federal Supreme court today denied a rehearing in the contempt cases against Sheriff Shipp and Deputy Sheriffs Gilson, Williams, Nolan, Hugdet and Mayse. It is ordered that they be brought to Washington November 15 for sentence. They were convicted of conspiring to lynch Edward Johnson, a negro, at Chattanooga, Tenn., March 19, 1906.

Rights of Way Noted.

Washington, Nov. 4.—Government land officers today were directed by Commissioner Fred Dennett, of the general land office, that in the future they shall note on all original entry papers the existence of rights of way on lands so affected. Entrymen frequently have complained that they had no previous knowledge of the rights of way on their property.

Bridge Waits on Bourne.

Washington, Nov. 5.—The war department has received word that Representative Ellis has no objection to approval of the plans of the new O. E. & N. bridge at Portland, but Senator Bourne has not been heard from. He has been telegraphed at Chicago in the hope that further delay may be avoided. The department is ready to act.

Football Up to Schools.

Washington, Nov. 5.—Neither the navy department nor the war department had been called upon late today to consider the proposed cancellation of the army-navy football games. Officials in both departments said the question was for the superintendents of the respective academies to settle.

Nowell's Writ Denied.

Washington, Nov. 3.—The Supreme court today denied the petition for a writ of certiorari in the case of Thomas S. Nowell vs. J. C. McBride, involving the contract conveying title to three mining claims near Berners bay, Alaska.

New United States Treasurer.

Washington, Nov. 3.—Lee McClung, formerly treasurer of Yale university, has assumed the duties of United States treasurer, succeeding Charles F. Trust, who resigned his position last month.

READJUST COAST RATES.

Interstate Commerce Commissioners Return to Washington.

Washington, Nov. 9.—When Interstate Commerce Commissioners Clarke and Cockrell arrive in Washington tomorrow morning all the members of the commission will have returned from a trip that will probably result in a complete readjustment of freight rates in the far west.

Growing out of the now famous Spokane rate case, in which the shippers of the inland empire claimed a radical reduction of rates on commodities both from the east and the Pacific Coast, the cases now under consideration comprise a list of more than 100. These inland cities allege unjust rates from the east and from the Mississippi River points in particular. They claim that rates to the Pacific Coast are much cheaper for a much longer haul and ask reductions.

The decision in the Spokane rate case, which, it is believed, will be followed in all other cases, was based on the theory that the railroads' contention that water competition toward the coast rates was correct.

All complaints that have been filed since the Spokane differences have been based on the allegation that the rates in themselves were unreasonable. It is not likely that decisions in any of the cases will be handed down until early in January.

PROSPERITY MOVES CARS.

Improving Business Keeping Railroad Facilities Taxed.

Washington, Nov. 4.—Prosperity has arrived, according to a statement issued by the bureau of statistics of the department of commerce and labor.

During September the business of the country and the volume of freight cars reached proportions which exceeded those of the same month last year. In fact, the bulletin declares that, while the number of idle cars at the end of last month had not altogether disappeared, there were indications that a car shortage would quickly develop.

These improved conditions are most pronounced in the coal and iron trades. The movement of lumber also was somewhat heavier.

There was a decided slump in the receipts of grain and flour at the four leading seaports, and receipts of grain at 15 of the principal interior markets likewise were below the aggregate for September, 1908.

A similar condition is uncovered in the shipment of packing house products from Chicago, the chief slump being on canned meats, which show a loss of 45 per cent.

Honduras Aids Zelaya.

Washington, Nov. 4.—Persistent rumors are reaching the state department that the government of Honduras is giving active support to President Zelaya in Nicaragua in his contest against the insurrectionary army of General Estrada. The seizure by Honduras officials of the American launch, the property of the Laguna de Perlas Fruit company, will be made the subject of a protest by this country. Beyond this question it is not the intention of the state department to take any action.

More Land for Settlers.

Washington, Nov. 4.—Secretary Ballinger has designated as being subject to disposition under the enlarged home bill approximately 179,440 acres of land in Sun Dance district, Wyoming. This makes a total of 12,145,290 acres thus designated in this state. Under the enlarged homestead bill settlers are given the right to 320 instead of 160 acres.

Wickersham May Succeed Peckham.

Washington, Nov. 9.—It is being persistently rumored here that George W. Wickersham of New York, attorney-general of the United States, is to be appointed associate justice of the supreme court to succeed the late Rufus Peckham. It is not known whether Wickersham will accept if the appointment is offered to him.

Honduras Called Down.

Washington, Nov. 9.—The state department has taken steps to correct the ill-treatment which the government of Honduras is charged with having accorded A. R. Miller, an American citizen, who has business interests in San Pedro and Puerto Cortes, and has made representations concerning the matter to that government.

Argument in Railroad Cases.

Washington, Nov. 4.—In the United States supreme court the cases of the Great Northern and the Chicago Great Western against the state of Minnesota have been called for argument. The cases involve the validity of the gross earnings tax law and were decided against the roads by the Minnesota supreme court.

To Command Coast Artillery.

Washington, Nov. 4.—The war department has announced the appointment of Lieutenant Stephen M. Foote to command the coast artillery district at Fort Casey, Wash.