

OREGON STATE ITEMS OF INTEREST

TEN MEASURES FILED.

Questions To Be Submitted to People for Their Decision.

Salem—The last day for filing initiative measures in the office of the secretary of state has passed and six measures were added to the four already on file. The bills and proposed amendments to be voted upon are as follows:

The \$1,000,000 appropriation bill passed by the last legislature and held up by referendum petitions.

The local option bill proposed by the Liquordealers' association as an amendment to the present local option law.

The bill filed by the owners of the Barlow road, requiring the state to buy the road for the sum of \$24,000.

The proposed constitutional amendment filed by the Equal Suffrage league, extending the elective franchise to women.

A bill by the People's Power league making it unlawful for public service corporations to give passes or free or reduced rate service to public officials.

A bill by the State grange, levying a license tax upon the gross earnings of refrigerator and sleeping cars and oil companies.

A constitutional amendment proposed by the People's Power league to amend section 1 of article 12 so that the public printing will be entirely within the control of the legislature, and may be let by contract, or a printer elected or appointed, upon a salary or other compensation.

An amendment proposed by the People's Power league to amend article 4 of the constitution so that the referendum may be demanded upon any item or section of a bill and extending the rights of initiative and referendum to municipalities.

An amendment proposed by the People's Power league to amend sections 1 and 2 of article 17, so that one legislative assembly may submit constitutional amendments, and that when the vote upon an amendment has been canvassed by the governor and a majority found in its favor he shall proclaim it adopted, and it shall then be a part of the constitution, beyond the power of the courts to pass upon; also that no law for a constitutional convention shall be in force until approved by a vote of the people.

An amendment proposed by the People's Power league to amend section 2 of article 11, giving the legal voters of a municipality power to frame and adopt their own charters, and forbidding the legislature to create municipal corporations.

Large Depot at Austin.

Sumpter—The Sumpter Valley Railroad company has just finished an 80 foot depot at the terminus of the road now known as Austin station. Much freight is received at that point, necessitating a larger depot than is generally found at other stations on the line of the road. A few other buildings have been erected at Austin and the place is beginning to assume the proportions of a village. There is no authenticated report current as to whether the Sumpter Valley intends to extend its line beyond that point during the coming season or not.

Klamath Horses Sell High.

Merrill—J. Frank Adams has just sold 100 head of horses to Charles Stewart, of San Francisco, for prices ranging from \$100 to \$150 each. Mr. Stewart purchased the horses to take to San Francisco and perhaps a large portion of them will go to Honolulu or be transported for service in the United States army. Sixty head of the animals brought \$100 each and 40 head were sold at \$150 each. They averaged from 1,250 to 1,500 pounds each, and some of them were only halter broken. This is considered a good price.

Range Horses Die by Score.

Baker City—It is reported here from the ranges of Baker county that scores of horses, turned out by their owners to feed themselves during the winter months, have starved to death, while many others are in a most pitiable condition. This is caused by the unusually deep snows, which prevent the animals from reaching the dried grasses of the ranges, on which they usually depend for their winter subsistence.

Buying Heavy Draft Horses.

John Day—J. D. Combs, a local buyer, has been picking up a good many horses during the past week for the Willamette valley trade. He purchased, among other heavy draft horses, the fine team owned by Senator Laycock, paying therefor the sum of \$350. This team is generally thought to be the best in Grant county, and will probably be sold in Portland. Prices generally are good.

Money from State Land.

Salem—The State Land board has received from the sale of public lands and interest, on behalf of the public school, the Agricultural college and the university, funds during January \$74,138.76. The money has all been turned into the state treasury.

ROAD TO BE REBUILT.

Government Work and Immigration Stimulates Klamath Line.

Klamath Falls—Information received at Klamath Falls indicates that the Klamath - Lake railroad, connecting with the Southern Pacific at Thrall and extending to Pokegama, recently acquired by the Weyerhaeuser Lumber company, will be practically reconstructed during the present year, track laid better to enable the line to command traffic of the Klamath Falls region for some time, while also better serving the purposes of its new owners in the development of lumber industries. Four new locomotives have been ordered, a new passenger coach and a number of cars are to be purchased, which is understood to be indicative of the intentions with reference to the railroad.

No official information is had as to the intentions in the way of adding mileage, but it is known that investigations made before the acquisition of the property were with a view to determining the traffic assured by reason of the government work in constructing the canal for which Mason, Davis & Co., of Portland, now have the first contract. With absolute knowledge of the tonnage of traffic that was handled during 1905, and its great increase over the preceding year, and an additional tonnage for the next year that will surely double the commodity traffic of 1905, to say nothing of the immigration that will mean a great deal of business, the railroad officials feel more than justified in large expenditures and will complete their projected work at the earliest possible date.

Operate Eugene Mill.

Eugene—Final papers have been made out in Salem for the sale of the Eugene Woolen mill to a Salem organization, to be known as the Eugene Woolen Mill company. The Thomas Kay Woolen Mill company of Salem is the principal stockholder. John P. Wilbur and Will Wright, of Union, Or., more than a year ago purchased the plant at a receiver's sale. The company which has just bought it announces it will have the mill running within 60 days. The plant has been idle about three years.

Use Sagebrush Fuel.

Salem—W. E. Burke, of Harney county, representing the Portland Land company, was before the State Land board at its last meeting arranging to perfect proof of reclamation for about 9,000 acres, under the Carey act, in Harney county, near Burns. This company will obtain water from wells by pumping, using sagebrush or fuel to generate the steam power.

For Experiment Station.

Echo—The United States government has decided to establish an experiment station of 46 acres on the East Umatilla irrigation project. Land will be set apart for this purpose.

PORTLAND MARKETS.

Wheat—Club, 70 @ 71c; blue-stem, 72@73c; red, 67@68c; valley, 73c.

Oats—No. 1 white feed, \$28; gray, \$27.

Barley—Feed, \$23@23.50 per ton; brewing, \$24; rolled, \$24@25.

Buckwheat—\$2.25 per cental.

Hay—Eastern Oregon timothy, \$13.50@14; valley timothy, \$9@10; clover, \$7.50@8; cheat, \$7@8; grain hay, \$7@8 per ton.

Fruits—Apples, common, 75c@1 per box; choice, \$1.2@1.50; fancy, \$2@3; pears, \$1.25@1.50 per box; cranberries, \$13@13.50 per barrel.

Vegetables—Cabbage, 2@2½c per pound, cauliflower, \$1.85 per crate; celery, \$3.50 per crate; pumpkins, ¼ @ 1c per pound; sprouts, 6½@7c per pound; squash, 1½@1½c per pound; parsley, 25c; turnips, 30c@31c per sack; carrots, 65@75c per sack; beets, 85c @ \$1 per sack.

Onions—Oregon, No. 1, \$1.10@1.25 per sack; No. 2, 70¢@81¢.

Potatoes—Fancy graded Burbanks, 60c per hundred; ordinary, nominal; sweet potatoes, 2½@2½c per pound.

Butter—Fancy creamery, 27½@30c per pound.

Eggs—Oregon ranch, 23@24c per dozen.

Poultry—Average old hens, 11@12½c per pound; mixed chickens, 10@10½c; broilers, 15@17c; young roosters, 10c; old roosters, 8@9c; dressed chickens, 13@14c; turkeys, live, 16@17c; turkeys, dressed, choice, 18@20c; geese, live, 9c; geese, dressed, 12@14c; ducks, 16@18c.

Hops—Oregon, 1905, choice 10@11c per pound; prime, 8½@9c; medium, 7@8c; olds, 5@7c.

Wool—Eastern Oregon average best, 16@21c; valley, 24@26c per pound; mohair, choice, 30c.

Beef—Dressed bulls, 2@2½c per pound; cows, 3¼@4½c; country steers, 4@5c.

Mutton—Dressed, fancy, 8@8½c per pound; ordinary, 4@5c; lambs, 7@7½c.

Veal—Dressed, 3¼@3½c per pound.

Pork—Dressed, 6@7½c per pound.

LEASE RANGE LAND.

Day of Small Cattlemen Is Near at Hand in West.

Washington, Feb. 6.—The time is unquestionably coming when congress will authorize the leasing of that part of the public domain suitable for grazing, but not at the present session. The tendency of the times is to break down the large stockmen who have dominated the public range in times past and to protect and encourage the small stockowner. The cattle baron of the past, like those of his number who still survive, had little interest in the public welfare. His was a war of extermination on the small stockman; he had no care for the future; he looked only to the profits of today. The result has been that, when allowed full swing, he has demolished all competition, and has grown rich to some extent at public expense.

But this order of things is coming to an end. The Roosevelt administration is no lover of the wanton cattle baron. It prefers to see the West filled with small stock owners, for these men become citizens, and good citizens; they have an interest in the public welfare; they exert an influence for good, and it is the purpose of the administration to help them as far as possible. But the process of evolution must be slow; it cannot be accomplished in a day. One of the most effective means of protecting the small stockowner is to adopt a system of leasing the public grazing lands and exerting a government control which will preclude monopoly and give the settler and the small stockowner a "square deal" in the parceling out of the public range. A bill for this purpose, which in general meets the approval of the administration, was drawn and introduced by Representative Lacey, of Iowa, chairman of the house committee on public lands. True, it stands little chance of passing the present congress, because there is a strong sentiment among certain Western senators and representatives against the leasing of the public domain. It is a new departure; it is a radical move, and, while it is bound to come, the sentiment against it is sufficiently strong at this time to defeat the Lacey bill. But the bill serves a good purpose—it brings the leasing question before the public; it will lead to general discussion throughout the West; it will be instrumental in shaping public sentiment, and in the end it, or some similar bill, will go through, and a material check will be placed upon the operations of the cattle baron. The bill is the basis of what in time will become a notorious fight in congress.

PUBLIC WORKS IN HAWAII.

Delegation Comes to Urge that Customs Money Be Used There.

Washington, Feb. 6.—A delegation of Hawaiian citizens arrived here today to appear before a committee of congress to advocate legislation requiring three-fourths of the customs duties and internal revenues collected in the territory to be expended on public works there.

It is said \$1,200,000 a year, equal to \$8 per capita of the population, is taken out of the territory, which the members of the delegation say constitutes a heavy drain on its resources. The members of the delegation include W. O. Smith, attorney general of the island before the annexation; George W. Smith, president of the board of supervisors of Oahu county, in which Honolulu is situated; Mark B. Robinson, J. R. Galt, E. A. McQuerny, D. H. Case and A. B. Loebenstein. W. O. Smith, the chairman of the commission, in speaking of the visit of the delegation, tonight, said:

"We ask nothing for the exclusive benefit of Hawaii. We are here to ask that 75 per cent of the customs duties and internal revenue collected in the territory for the next twenty years be expended on public works. We do not ask a dollar for our own current expenses. The only benefit the people of the islands will reap will be that the money spent for wages on the proposed public works will be kept in circulation in the islands instead of being shipped in gold to San Francisco.

Italy Has Forest Fire.

Milan, Feb. 6.—A forest fire that started three days ago on the St. Gothard railroad is still burning, and now covers 12 square miles. Several hundred workmen are endeavoring to save the signal posts along the track and peasants are working to preserve their homes from destruction. A number of factories and a chapel have been destroyed. The big electric station at Ancasca, near Dommodisella is surrounded by fire, and several towns are without light, and many factories have shut down for want of motive power.

Japan to Increase Navy.

Tokio, Feb. 6.—At a meeting of the sectional budget committee today delegates representing the government said that Japan expected to increase the tonnage of her navy to 400,000 tons for the fiscal year 1906-7.

RAILROADS GIVE UP

Cannot Withstand Public Hostility on Rate Question.

ATTACKS COME FROM ALL SIDES

Denunciations of Pennsylvania Railroad Merger and of Coal Roads Cause Alarm.

Washington, Feb. 10.—It is apparent that certain railroad interests have become alarmed over the decided anti-railroad agitation that is manifesting itself in congress and in several states, and that their friends in the senate have been appealed to to settle upon the best rate bill they can get and get it before the senate for action. It is said that the railroad interests at large have become astounded over the opposition that has developed to them throughout the country, and that many of them realize that graver problems than the fixing of a disputed rate confront them if something is not done to allay the spirit of hostility.

Some of the magnates believe that if they can get the members of the committee on interstate commerce of the senate together on a bill at once it will stop the agitation that is each day growing stronger against what are characterized as "railroad lobbies" in various states.

The denunciation of the railroad trust in West Virginia by Governor Dawson in a letter to the senate, the offering of a resolution in Pennsylvania to investigate coal-operating roads and the determination of many members of congress to secure an investigation of the alleged trust formed by the Pennsylvania, Baltimore & Ohio, Chesapeake & Ohio and Norfolk & Western, have excited fear among the friends of railroads that a remorseless crusade against them is about to begin.

Chairman Elkins, of the interstate commerce committee of the senate, who favors the railroad interests, and Senators Clapp and Dolliver, who have been fighting for action, held a private conference of several hours this afternoon. It is believed a basis of compromise is being considered.

STILL RELY ON RELIANCE.

Will Be Converted to Suit Terms of Next Yacht Race.

New York, Feb. 10.—In discussing the possibilities of a challenge for the America's cup from Sir Thomas Lipton or any foreign source, and the probable course of the New York Yacht club, on receipt of such a challenge, says today's Times, the astonishing statement was made by a prominent member of the New York club yesterday that the Reliance would be used in all probability as the defender of the cup, even though the challenge called for a race with schooners, as has been suggested, and that to meet these conditions she would be converted, as it is a perfectly practical suggestion and meets Sir Thomas' and any other challenges at every point.

If a 70-foot sloop, as suggested by Sir Thomas, is named as the challenger, the challenge will be accepted and the Reliance will be used as the challenge boat, in spite of the big allowance she would have to give. If a 110-foot schooner is named, the Reliance will be converted and will be still the defender. If a 90-foot sloop is named, it will, of course, be the Reliance which will cross the line as the defender of America's priceless trophy. Under old rules or under new, the Reliance is looked upon as capable of successfully defending the cup and will remain the club's Reliance.

Poaching on Fund.

Washington, Feb. 10.—To the surprise of many senators, the Hansbrough bill setting apart \$1,000,000 out of the reclamation fund for the drainage of swamp lands in North Dakota slipped through the senate today. Several Western senators were vigorously opposed to taking any money out of the reclamation fund to drain swamp lands and it was their purpose to oppose this bill, but it was called up when the senate was virtually empty and went through without opposition. It will be fought in the house.

Grain Trust Ordered Dissolved.

Lincoln, Neb., Feb. 10.—A decision adverse to the Nebraska Graindealers' association was handed down today by the Supreme court, which orders the association dissolved. It had been alleged that the association fixed prices, leaving the farmers to take what was offered.

TEMPEST OF FLAME.

Great Fire Devours Elevator, Wheat and Horses in St. Louis.

St. Louis, Feb. 5.—Fire, which originated in the Union Grain elevator in East St. Louis, Ill., last night, after completely destroying that structure, spread to surrounding buildings and freight cars in the yards of the Terminal association, and caused damage estimated at \$1,250,000 before its progress was checked. At an early hour this morning the flames were still casting a ruddy glare, but it is believed that the fire is well under control, and there is little further danger of its spreading.

A detailed estimate of the losses follows:

Union elevator, \$300,000; grain in elevator, \$950,000; St. Louis Car company, barn, \$15,000, horses, \$16,500, feed, \$3,000; Waters-Pierce Oil company, \$5,000; seven dwellings, \$7,000; 20 box cars, \$20,000; total, \$1,316,500.

The fire originated in a brick engine house, 30 feet away from the elevator proper, and was discovered by the night watchman. Before the arrival of the fire department, the flames had spread to the elevator. Assistance was sent from St. Louis, and the efforts of the firemen were principally directed toward preventing the fire from spreading to adjoining elevators and warehouses, the Union elevator having been converted into a furnace within a few minutes after it caught fire.

The heavens were brightly illuminated and it is estimated that 50,000 persons viewed the fire from both banks of the Mississippi river and the bridge.

Seven dwellings were covered by burning oil by the explosion of four tank cars and entirely destroyed. The occupants, however, were either outside viewing the conflagration, or were able to escape before the flames consumed their homes.

PICKING UP THE VICTIMS.

United States Revenue Cutters Are Cruising Off the Straits.

Victoria, B. C., Feb. 5.—A special dispatch to the Associated Press from Bamfield tonight says the United States cutter Perry landed a party at Darling creek today and succeeded in getting nine bodies from the beach, and also took off Lieutenant Gromville and six men let there the previous night. The Perry also picked up one male body at sea, badly decomposed.

The United States steamer Grant also found a male body badly decomposed and unrecognizable. This is the 30th body recovered. The 11 bodies have been landed at Bamfield and will be shipped to Victoria by a tug leaving tomorrow morning. All the bodies have now been taken from the shore at Darling creek, but the searchers will remain in the hope that some others may come ashore. It is feared, however, that those now coming ashore will be in such bad condition that they will be unrecognizable.

The tug Wyadda brought eight bodies, five that were picked up by the Perry on Friday and three taken from the beach at Darling creek, a landing having been effected from the Wyadda this morning in a dory. The majority are in a badly decomposed condition, some with parts of the head and skull missing. Both the revenue cutters Perry and Grant will remain cruising near the wreck in search of other bodies that may be found floating.

BLIZZARD SWEEPS DAKOTAS.

Mercury Falls 65 Degrees in 24 Hours—Railroads Blocked.

Grand Forks, N. D., Feb. 5.—One of the most severe blizzards of the winter is raging in this state. While there has been only a slight snowfall here, the western part of the state has had a general and heavy snowfall. The wind has blown a gale all day and night, and no trains have arrived from the west since morning. At midnight the storm was unabated, and it promises to tie up railroad traffic badly.

Deadwood, S. D., Feb. 5.—A high wind and driving snow all day has broken the summer weather here, the mercury falling 65 degrees in the last 24 hours. Tonight the thermometer registers 10 below zero.

Many Burned in Mine.

Genesee, N. Y., Feb. 5.—Fifty men were burned, many of them seriously, in a fire at the Sterling company's mine, near Schuyler today. The explosion was caused by an accumulation of gas in the sandhouse near the surface. The men were coming up the shaft at the close of today's work when the gas was ignited by one of their lamps. A blinding explosion followed. The men were all brought to the surface by rescue parties. The most seriously injured included Manager John B. Knox, Jr.

Many New Rural Routes.

Washington, Feb. 5.—According to the report of Fourth Assistant Postmaster General De Graw, 271 rural delivery routes were established during January. Of the 3,468 applications for routes now pending, 22 have been assigned for establishment.