

OREGON STATE ITEMS OF INTEREST

RECORD HOP CROP.

Oregon Yield for 1906 Promises to Exceed Even That of 1905.

Salem—Almost incredible though it may seem, well posted Oregon hop growers expect a crop of 130,000 bales in this state this season. This is an expectation based upon the present condition of the yards. Some men who are both dealers and growers say they will not be surprised at a crop of 140,000 bales, and will be disappointed if it goes under 130,000, with continued favorable weather conditions. The largest crop heretofore gathered was that of last year, aggregating 108,000 bales.

All the yards are now in first class condition. Many old yards are promising a yield 25 to 50 per cent greater than last year. In addition to this there are many young yards which produced light crops of baby hops last year that will yield full crops for the first time this year. The great question in the minds of growers is whether all the hops can be gathered. Labor is scarce and a much larger number of people than usual will be required to pick the crop.

Heavy showers in this vicinity have injured clover hay to some extent, and cracked Royal Anne cherries slightly. The rain, however, will benefit grain, potatoes and other crops.

Harney Sawmills Busy.

Burns—The sawmill men of this county have all started their mill to running on full time and the outlook is better than for a number of years, as there is a large number of new settlers locating in this county, and then the sawmills near Harney City ship most of their product to Malheur county. There was not much demand for lumber last year, and most of the mills closed down early in the season. Lumber has increased in value from \$10 to \$12 per thousand for rough lumber, and dressed lumber has increased about the same per cent.

Springfield May Be Terminus.

Eugene—The Willamette Valley company has applied to the city of Springfield for a franchise for the construction of an electric railway on certain streets entering the city from the north. For a long time the company has been attempting to secure a franchise for entrance into Eugene, intending to extend the line now under construction between Salem and Portland south to Eugene, but as the city council seems loath to give the franchise, the company threatens to build around Eugene.

Trouble in Harney County.

Salem—There is trouble brewing down in Harney county over irrigation matters. The Burns board of trade has asked the state land board to send the state engineer over to make an investigation with a view to obliging some of the companies holding lands under the Carey act in the vicinity of Harney to proceed to develop it or vacate. State Engineer Lewis will soon go to Harney county, the land board having made an order to that effect at its last meeting.

Investigate Insurance Companies.

Salem—The Greater Salem Commercial club has adopted a resolution asking the Oregon Development league to appoint a committee to aid Senator Fulton in his effort to secure a larger share of the reclamation funds for Oregon. The club also authorized the appointment of a committee to confer with Secretary of State Dunbar regarding an investigation of the course of insurance companies in the payment or nonpayment of losses in the San Francisco disaster.

Seats Assigned Legislators.

Salem—Members of the next Oregon legislature have already been selecting seats in their respective houses, and Secretary of State Dunbar has been assigning seats as requested. Before the legislature convenes he will have each member's name on a card on the front of his desk, in letters large enough for the presiding officers, pages and others to read at a distance. In each house the Multnomah delegation will occupy practically the same seats occupied at the last session.

Outlook in Lane County.

Eugene—Sunshine has improved all crops in Lane county. An average cherry yield is on the market; strawberries are practically harvested; raspberries and black caps are ripening and are prolific. Prunes, apples and pears are in the best of condition. Hay and grain are very heavy, while hops are well advanced, promising a big yield. Pasture is good.

Oregon Appropriations Cut.

Washington—The senate committee cut down the building appropriations in reporting on the omnibus bill so that Baker City gets only \$65,000, Eugene \$50,000, and Salem \$15,000 to complete its grounds.

OPINION ON INSURANCE LAW.

Attorney General Says Insolvency of Company Cancels Policies.

Salem—Attorney General Crawford has rendered an opinion in which he holds that where an insurance company has become insolvent and a receiver has been appointed in court proceedings in another state, all policies in this state are thereby cancelled, but a policy holder, who did not know of the insolvency, may have a claim against the deposit fund in this state for any loss he may sustain within a reasonable time after the appointment of the receiver.

He also holds that the secretary of state of this state, as insurance commissioner, has authority to investigate the condition of such an insurance company and if he finds that its capital is impaired below the sum of \$200,000, he may cancel its license in this state.

Ask State for Appropriation.

Ontario—Henry Blackman, recently appointed by Governor Chamberlain as one of the commissioners of Oregon to the Jamestown exposition, representing Eastern Oregon, is in Ontario gathering statistics and exhibits for the world's fair in 1907, so as to make a report at the next legislature with the view of having a liberal appropriation made. Mr. Blackman states that the commercial bodies of Portland are back of the movement and requested the governor to make the appointments. Oregon is the first state on the Pacific coast to come to the front for the purpose of advertising her resources.

Dr. Sherman Cannot Attend.

Oregon City—Secretary Cross, of the Willamette Valley Chautauqua association, has received a telegram from Dr. W. C. Sherman, of Sacramento, announcing his serious illness at his home, which will prevent him from keeping his engagement at this year's assembly. Dr. Sherman has for a number of years been instructor of the Bible class and his services have been invaluable to the chautauqua meetings. Secretary Cross is planning to substitute a round table for this interesting feature of the chautauqua program.

Wheat Crop Looks Good.

Pendleton—Umatilla county will have one of its best wheat crops this year in spite of threatening early portents. The moist weather of the past four weeks has lifted the crops out of the ground until they will be as good in straw as usual, whereas it was predicted that in some places a harvester could hardly get below the heads. Now the warm weather has begun to harden the young grain and cause the maturing heads to fill out and increase in weight.

County Fair at Tillamook.

Tillamook—At a meeting of the Tillamook Development league the matter of a county fair was taken up. The date for the fair will probably be August 23, 24 and 25, and it will probably include a stock show and street carnival. J. C. Cooper, of McMinnville, has been engaged to manage it.

PORTLAND MARKETS.

Wheat—Club, 71@72c; bluestem 74c; red, 69@70c; valley, 71@72c.
Oats—No. 1 white feed, \$31.50@32; gray, \$31.50 per ton.

Barley—Feed, \$24@24.50 per ton; brewing, nominal; rolled, \$25@26.

Fruits—Apples, \$2.50@3.50 per box; apricots, \$1.75@2 per crate, cherries, 5@8c per pound; currants, 9@10c; peaches, \$1@1.25; strawberries, 5@8c per pound; gooseberries, 5@7c per pound; Logan berries, \$1.25 per crate; raspberries, \$1.75@1.85; blackberries, 10c.

Vegetables—Beans, 5@7c per pound; cabbage, 13c per pound; cucumbers, 65c per dozen; lettuce, head, 10@25c; onions, 8@10c per dozen; peas, 4@5c; radishes, 10@20c per dozen; rhubarb, 8c per pound; spinach, 2@3c per pound; parsley, 25c; turnips, 90c@1 per sack; carrots, \$1@1.25 per sack; beets, \$1.25@1.50 per sack.

Onions—New, 1 1/2@1 1/4c per pound.
Potatoes—Fancy graded old Burbanks, 40@50c per hundred; ordinary, nominal; new Oregon, 75@80c.

Butter—Fancy creamery, 17 1/2@20c per pound.

Eggs—Oregon ranch, 22@22 1/2c per dozen.

Poultry—Average old hens, 13@13 1/2c per pound; mixed chickens, 12@12 1/2c; broilers, 15@16 1/2c; roosters, 9 1/2@11c; dressed chickens, 13@14c; turkeys, live, 17@17 1/2c; turkeys, dressed, choice, 20@22c; geese, live, 10@12c; ducks, old, 11@12c; young, 12 1/2@13c.

Hops—Oregon, 1905, 10@11c; olds, 6c per pound.
Wool—Eastern Oregon average best, 18@23 1/2c; valley, coarse, 22 1/2@23 1/2c; fine, 24c per pound; mohair, choice, 28@30c.

Veal—Dressed, 4@7c per pound.

Beef—Dressed bulls, 3c per pound; cows, 4 1/2@5 1/2c; country steers, 5@6c.

Mutton—Dressed, fancy, 7@8c; per pound; ordinary, 5@6c; lambs, with pelt on, 8c.

Pork—Dressed, 7@8 1/2c per pound.

HILL WINS FIGHT.

Road Down North Bank of Columbia Given Right of Way.

Vancouver, July 3.—Hill won over Harriman yesterday when Judge W. W. McCredie, of the Superior court of Washington, decided that the Portland & Seattle railway had the right to condemn across the property of the Columbia Valley railroad along the north bank of the Columbia river. The decision is a sweeping one, and carries with it the settlement of an important question in the struggle between the two roads. Both have fought for the narrow strip along the river's edge whereon a railway can be built. Both have been at work building grades preparatory to laying rails. Both claimed certain points of conflict, the Columbia Valley by deed from the former owners, and the Portland & Seattle by virtue of condemnation suits across the property of the rival corporation. By a decision allowing this right, if sustained by the higher courts of Washington, apparently no barrier can be raised in the path of Hill that will prevent him from following his surveys down the Washington shore of the river.

The decision announces that in case the Columbia Valley desires to build a railroad down the north bank, the court will extend the road full protection by allowing it to build a roadbed and track over the right of way parallel with the Portland & Seattle track as surveyed, without compelling the Harriman road to recondemn, providing the Columbia Valley determines to build and does build within a reasonable time. If the opposing road to the Hill line fails to build, then the Portland & Seattle is to have the full right of way for its own purposes.

CANAL BOND SALE.

Bidders for Small Amounts Are To Be Given Preference.

Washington, July 4.—Secretary Shaw yesterday offered to the public \$30,000,000 bonds of the Panama canal loan, authorized by the recent act of congress. The bonds will bear interest at the rate of 2 per cent, will be dated August 1, 1906, and interest will be payable quarterly. They will be redeemable at the pleasure of the government at the end of 10 years and will be payable 30 years from date. In the statement made public Secretary Shaw says:

"In considering bids, the bidders offering the highest prices receive the first allotment. If two or more bidders offer the same price, those asking for the small amounts will receive priority in allotment. The department reserves the right to permit bidders offering the highest price to increase the amount of their purchases. The department also reserves the right to reject any or all bids if deemed to be to the interest of the United States to do so.

"The bonds will be ready for delivery about August 1, 1906. Prospective bidders desiring information not contained in this circular may address the secretary of the treasury, division of loans and currency, Washington, the assistant treasurers at Chicago, St. Louis, New Orleans or San Francisco."

ISTHMIAN CANAL COMMISSION.

President Puts J. E. Stevens in Colonel Ernst's Place.

Washington, July 4.—Because of the failure of the senate to confirm the Isthmian Canal commission, President Roosevelt has named a new commission, consisting of Theodore P. Shonts, chairman; John F. Stevens, Governor Charles E. Magoon, Brigadier General Peter C. Hains, U. S. A., retired; Mordecai Endicott, civil engineer, U. S. N., and Benjamin M. Harrod, members.

Mr. Stevens replaces Brigadier General Oswald Emet, who retired from active service in the army last week, and will hereafter devote practically his entire time to the International Waterway commission. Joseph Bucklin Bishop, who was secretary to the old commission, and a member of the commission, will be secretary to the new body. The salaries of the members will continue the same as heretofore. Mr. Stevens will continue as chief engineer of the commission, but will not receive any extra compensation as a member of the commission.

Sunday Laws in Missouri.

Kansas City, Mo., July 4.—The Sunday closing law, enforcement of which has brought Governor Folk more prominently before the public than any act since he became the state's chief executive, was declared inoperative, so far as cities of the second class are concerned, by the Kansas City court of Appeals yesterday. The decision was made in the case of the state against William T. Kessels, a saloonkeeper of St. Joseph. The decision applies only to St. Joseph and cities of the second class.

Assistant to Secretary of State.

Washington, July 4.—Huntington Wilson, secretary of the American embassy at Tokio, assumed his duties as third assistant secretary of state Monday. Mr. Wilson succeeds H. H. Peirce, who sails July 21 for Norway as United States minister to that country.

WRECK IN ENGLAND

Fast Express Train Jumps Track With Fatal Results.

RECOVER TWENTY-SEVEN BODIES

Nearly All Were Americans Who Had Just Arrived on Steamer From New York.

Salisbury, England, July 3.—Driving at a mad pace over the London South-western railway, the American Line Express, carrying 43 of the steamer New York's passengers from Plymouth to London, plunged from the track just after passing the station here at 1:57 o'clock this morning and mangled to death in its wreckage 23 passengers, and four of the trainmen.

Beside those to whom death came speedily, a dozen persons were injured, some of them seriously.

The late hour of the New York's arrival at Plymouth saved many lives. She carried more than 60 travelers for London, but many of them elected to travel on comfortably to Southampton in preference to the late landing at Plymouth and the long night ride across the country. If the New York had made a faster passage the somber roster of the dead and injured would have been larger.

The surviving passengers and trainmen describe the sound of the wreck as like the discharge of a series of heavy guns of varied caliber, and when the crashing of the wreck was past there came calls of the injured, some shrieking with pain and fear and others moaning as if bewildered by the shock.

Relief came quickly, although it was an hour before the last body was dragged from the wreck. The police, attracted by the noise, called ambulances and surgeons and warned the hospitals to prepare to receive the injured. The railway yard quickly filled with police, doctors, nurses, trainmen and volunteers.

The darkness and incredible destruction made the work of rescue exceedingly difficult. Lamps and torches were brought to light the desolate scene. The station was converted into a surgery and the platform was made a mortuary.

LOOKING FOR GOOD MAN.

Czar Finds Difficulty in Selecting New Prime Minister.

St. Petersburg, July 3.—No definite statement with reference to the retirement of the Gorky cabinet was forthcoming today. Emperor Nicholas is apparently encountering trouble in finding a man to whom to intrust the reins of power and effecting an understanding with the Liberal groups of parliament.

The Constitutional Democratic parliament committee met this afternoon behind closed doors to discuss tactics under the situation. The Associated Press was informed after the meeting that the committee adhered to its former decision that nothing less than a fully responsible cabinet will be acceptable, and that Constitutional Democrats will refuse to take portfolios in an "mixed cabinet."

The leaders scarcely expect that these terms will be accepted at present. Indeed they have slight desire to shoulder the responsibility of government, when the country apparently is on the verge of a series of outbreaks and disorders. Their present plan is to adopt toward any new ministry the same tactics they have followed in the past, the acceptance of what is good in the policy of the government and unparing criticism where that policy does not square with their ideas. The immediate passage of a vote of lack of confidence is probable.

It is stated that Minister of Interior Stolypin and Minister of Finance Kokozeff will submit to the lower house of parliament, probably tomorrow, a request for an appropriation of \$50,000,000 for famine relief.

Sedition Spread Among Mexicans.

Mexico City, July 3.—Since Governor Ysabel, of Sonora, made his report on the Cananea outbreak, showing conclusively that seditious papers were being circulated among the Mexican miners in that mining camp, there has been renewed attention given the propaganda, semi-socialistic in character, carried on among workmen in the industrial centers by political intriguers seeking to take advantage of organization in various parts of the country of labor unions. These unions are quite legal in their construction.

Contest on Smoot's Seat.

Washington, July 3.—The question of the right of Reed Smoot to retain his seat in the United States senate will be presented to that body the first day of the session in December. Chairman Burrows, of the committee on privileges and elections, so announced in the closing hours of the session just closed.

CUTTING NEW CHANNEL.

Colorado Flood Waters Now Flow Into Salton Sink.

Imperial, Cal., July 3.—Flood water from the Colorado river, finding its way into Salton Sink, has been cutting a new channel about 30 feet deep through the flooded country at the rate of about a third of a mile a day. As the channel has proceeded it has lessened the threatened serious damage to Calexico and Mexicali, the two towns on the international line.

Three or four days ago the river cut a channel across the line, passing Calexico at sufficient distance to relieve it from the pressure of water, but cutting into the Mexican town to the extent that the Southern Pacific depot was undermined and fell into the stream.

Three or four small adobe houses on the outskirts of the town have also gone into the water, but as yet the business portion remains intact. Whether the town will escape further damage cannot now be told. There is also a bare possibility that Calexico may be damaged, though this is now believed improbable.

Mexicali is a town of about 500 inhabitants, of neat appearance but of no large investments in buildings, the Southern Pacific railroad being the chief sufferer. Aside from the damage to these towns the water situation has seemed to improve from the standpoint of the Imperial valley.

The flood season is believed to be drawing to a close and the Southern Pacific is accumulating a great force of teams and men on the lower Colorado with a view of turning the river back to its old channel when the water falls to the 20-foot level, which should be by July 20.

WANTS WATER WORKS TOO.

Standard Oil Not Content With San Francisco Gas Monopoly.

San Francisco, July 3.—The Bulletin today says: The Standard Oil company is preparing to invade the local water field and give battle to the Spring Valley Water company, which has enjoyed a monopoly in San Francisco for more than 40 years. The Rockefeller concern is believed to be the purchaser of the Blue Lakes and Sierra Nevada Water & Power company. The price agreed upon is said to be \$5,000,000.

Standard Oil already controls the gas situation here, having purchased the plant of the San Francisco Gas & Electric company. It is now proposed not only to give San Francisco a new water supply system, but also to furnish power for the gas corporation and possibly to the United Railroads as well. It is also declared that the new system will supply Sacramento and Stockton, giving them light and power and a new water system.

F. A. Martell, president of the Sierra Nevada Water & Power company, says he is not in a position to give out the names of the men with whom he is dealing, and he cannot at this time say whether or not the Rockefeller interests have acquired the property.

MERELY UNDRILLED MOB.

Salvador Openly Supporting Guatemalan Revolutionists.

San Francisco, July 3.—Among the passengers on the steamer City of Panama, which arrived today from the isthmus, was George W. Phelps, a railroad official from Guatemala. Mr. Phelps believes that President Cabrera will be able to hold his own against the revolutionists, but this belief is not shared by his fellow passengers.

According to Phelps, Cabrera has 6,000 trained troops in the western part of the republic. The other passengers refuse to dignify the Guatemalan army to the extent of calling them troops at all.

"They are undersized and underdrilled," said one passenger, "and if they meet any real opposition will melt like hail in the sunshine."

When the City of Panama left San Jose it was understood that a division of the revolutionary army was crossing the Mexican border and that more rebel troops were pouring in from Salvador.

The officers of the City of Panama confirm the report brought by the City of Peking that Salvador was openly supporting the revolution, and was virtually a war with Guatemala.

Root to Visit South America.

Washington, July 3.—Secretary Root will accept the hospitality of Chile and make part of his trip along the west coast of South America in a Chilean warship. The United States cruiser Charleston, on which Secretary Root will sail for South America, is too large a craft to work its way along the inside passage from the strait of Magellan to Valparaiso, Chile, and as a result Secretary Root and his party will leave the Charleston at Sandy Point, in the strait of Magellan, and go aboard a Chilean man of war.

Workmen Beat Government Spies.

St. Petersburg, July 3.—Detectives disguised as workmen were denounced and nearly battered to death with "knuckles" at a workmen's meeting today. They were removed to the hospital in a dying condition.