

CURRENT EVENTS OF THE WEEK

Doings of the World at Large Told in Brief.

General Resume of Important Events Presented in Condensed Form for Our Busy Readers.

Turkey and Italy are reported to have signed preliminary articles of peace.

The steamer Senator arrived at Seattle from Nome with \$1,200,000 in gold dust and a large cargo of furs.

A noted Chicago artist has been arrested charged with circulating numerous hand-painted counterfeit \$10 bills.

Julius Vedrine, a French aviator, won the world's speed championship at Chicago by a flight averaging 105.5 miles per hour.

Blistering heat continues from the Rocky Mountains to the Atlantic. Cows refuse to eat and the milk supply is almost cut off.

A Norwegian explorer declares he has found the descendants of the Norsemen who were lost in the Arctic regions 500 years ago.

Masked and armed robbers held up the stage between Fort Bidwell and New Pine Creek, Or., relieving the passengers of about \$150.

Secretary Knox and suite arrived in Japan as special envoys to the funeral of the late emperor Mutsuhito, and received a cordial welcome.

James J. Hill has organized a trust company with a capital of \$2,000,000 and it is believed he intends to embark in the steel business.

New born monkeys at Baltimore are to be raised as nearly like human babies as possible, in an effort to learn to what extent the Darwinian theory will hold.

Mrs. Malcolm D. Whitman, formerly Miss Jennie Crocker, of San Francisco, arrived in New York with her husband and \$60,000 worth of pet dogs.

The city museum of Portland, Or., has been presented with a copy of the Boston Gazette of March 12, 1770, in which is an editorial urging colonists to refuse to buy tea from England.

Indications are that the apple crop will not be up to expectations, and prices are advancing.

Mexican rebels are reported to have sacked and burned the town of Ahuastlan, cremating one merchant in his store.

Hundreds of horses have died in Kansas from an epidemic of spinal meningitis.

A sack of gold containing \$10,000 is mysteriously missing from the office of the treasurer of Mercer county, California.

The German army is to have a new dirigible balloon capable of a sustained flight of 60 hours and a speed of 50 miles an hour.

Oppressive heat brings misery to Chicago and the Middle West. Two persons died of sunstroke and 20 were bitten by rabid dogs.

Arizona cowboys have organized a military company and declare they will invade Mexico and rescue imperiled Americans in Sonora.

Engineer Modjeski reports that the proposed wagon bridge across the Columbia at Vancouver will cost \$1,987,200, with \$500,000 additional for rights of way for approaches.

The State department is making every effort to get arms and ammunition to Americans in Cananea, Mexico, that they may protect themselves against the rebels who infest that district.

PORTLAND MARKETS

Wheat—Track prices: Club, 80c; bluestem, 82c@83c; forty-fold, 81c; valley, 81c.

Barley—Feed, \$25.50@26.50 ton; brewing, \$28.50@29 per ton; Mill-stuffs—Bran, \$23.50 ton; shorts, \$26; middlings, \$32; rolled barley, \$28.

Corn—Whole, \$38.50; cracked, \$39.50 ton.

Hay—Eastern Oregon timothy, \$15; valley timothy, \$12@13; clover, \$10; oats and vetch, \$10@11; grain hay, \$10@11.

Oats—Spot, \$29@30 ton. Fresh Fruits—Apples, 50c@1.50 per box; peaches, 35c@65c box; plums, 14c pound; pears, 2c; grapes, \$1@1.50 box; blackberries, 50c@1.35 crate.

Onions—Walla Walla, 75c@85c sack. Potatoes—Jobbing prices: Burbanks, 50c@65c hundred.

Vegetables—Artichokes, 65c@75c dozen; cabbage, 10c@14c pound; cauliflower, \$1@1.25 dozen; celery, 50c@75c; corn, 15c@25c; cucumbers, 50c box; head lettuce, 20c@25c dozen; peppers, 5c@6c pound; tomatoes, 50c@60c box; garlic, 8c@10c pound; carrots, \$1.50 sack; turnips, \$1.25; beets, \$1.50.

Eggs—Case count, 22c@23c; candied, 25c@26c; extras, 28c@29c. Butter—Oregon creamery, cubes, 33c pound; prints, 34c@34c.

Pork—Fancy, 14c@15c pound. Veal—Fancy, 14c@15c pound. Poultry—Hens, 13c; broilers, 14c@15c; ducks, young, 10c; geese, 8c@12c; turkeys, live, 22c; dressed, 25c.

Cattle—Choice steers, \$7@7.25; good, \$6.25@6.75; medium, \$5@6.25; choice cows, \$6@6.25; good, \$5.50@5.75; medium, \$5@5.25; choice calves, \$7@8.50; good heavy calves, \$6.25@7; bulls, \$3@4.50; stags, \$5@6.75.

Hogs—Light, \$8.75@9.25; heavy, \$8@8.50. Sheep—Yearlings, \$3.50@4.65; wethers, \$4@4.50; ewes, \$2.85@3.75; lambs, \$5@5.50.

MAINE GOES REPUBLICAN.

Haines Leads for Governor By 4000—Local Issues Rule.

Portland, Me.—Maine turned back to the Republican party in the state election, William T. Haines, of Waterville, being elected governor over Governor Plaisted, his Democratic opponent, who sought a second term, while the Republicans regained one of the two congressional districts lost to the Democrats two years ago.

The new legislature is expected to have a small Republican majority, although returns before midnight were not sufficient to show whether Edwin C. Burleigh, ex-representative in congress, Republican, or Senator Gardner, Democrat, will be chosen to the United States senate.

Returns for governor from all but 37 small towns give: Haines, Republican, 69,615; Plaisted, Democrat, 66,152. The missing towns in 1910 gave: Republicans, 1157; Democrat, 994. Haines' plurality is estimated at 4340.

These returns show a Republican gain of 9 per cent and a Democratic loss of 8 per cent.

COLORADO VOTE LIGHT.

Democrats Outnumber Republicans, But None Show Interest.

Denver, Colo.—Returns from Colorado's first state-wide primary at a late hour were meager. The Democratic returns received outnumbered the Republican three to one.

Rough estimates show only one-third of the registered vote in the state was cast. In Denver the percentage is estimated at only one-fifth.

Results so far as known indicate that E. M. Ammon is leading for the Democratic gubernatorial nomination. Clifford C. Parks, regular Republican, is leading Phillip B. Stewart, Roosevelt Progressive Republican, for the head of the Republican ticket.

Governor Shafroth is leading Alva Adams and T. J. O'Donnell for the Democratic long-term senatorial nomination, while Merl D. Vincent, Roosevelt Progressive Republican, heads Clyde C. Dawson, regular Republican. Charles S. Stone is unopposed for the Democratic nomination for the short term in the United States senate.

James H. Brown is leading C. W. Waterman for the Republican short term in the United States senate.

The light vote in the rural districts was due to the fact that farmers took advantage of the clear weather to harvest their heavy crops. Few women voted, some explaining the fact that the ballot seemed so complicated they were afraid of losing their vote and so, paradoxically, they stayed away from the polls.

VOTE LIGHT IN ARIZONA.

Hardly 10 Per Cent of Registered Voters at Phoenix Go to Polls.

Phoenix, Ariz.—Early returns indicate that the vote cast at the Arizona state primaries was exceedingly light. Hardly 10 per cent of the registered vote in Maricopa county, in which Phoenix is situated, was cast.

Returns from Douglas showed that only 30 per cent of the registered voters had cast their ballots there. The figures so far reported from that city gave: Democrats, 142; Roosevelt Progressives, 139; Republicans, 21, and Socialists, 11.

The total vote for the Progressives reported from Prescott was 67. In the same section W. E. Jones, E. A. Torrea and George Babbitt, electoral candidates, were leading the Democratic vote there by a strong majority.

Yuma, Ariz.—The vote here at the primaries was light. In Yuma and two outside precincts, the Democratic ticket received nine votes; the Roosevelt Progressive, 72; the Socialist, 20 and the Republican 12.

Great Highway Proposed.

Indianapolis, Ind.—A macadam roadway to extend from New York to San Francisco, a distance of 3340 miles, and to cost \$25,000,000, was proposed here at a banquet of 300 Indiana automobile manufacturers and dealers, who subscribed \$300,000 to start the campaign in this state. The plan is to furnish material, at a cost of about \$12,000,000, free to the counties through which the road will pass, the counties to pay only the cost of construction, which is to be under government supervision.

Italians Resent Being Given Away.

Chiasso, Switzerland.—Feeling is running high in Italy regarding the ultimate disposition of the Aegean Islands, which have been occupied by Italian troops in the war with Turkey. The agitation was initiated by delegates from the islands and by Greek emissaries and is receiving the support of the Socialists and other extremists. The agitators maintain that it would be dishonorable in Italy to conclude peace by giving up the Aegean islands on grounds that Italy wanted the Libya region of Africa.

Idaho Women Plan Bolt.

Boise, Idaho.—A Republican ticket, made up entirely of women candidates, will be placed in the field in Idaho this fall against the regular Republican and Progressive tickets. The women members of the Republican party in Idaho announced that they had become disgusted with the wrangling in the party and decided to place a ticket of their own before the people. The women will hold their convention here this week.

Subway Plans Complete.

Chicago—Plans for Chicago's proposed subway system were completed and presented by a sub-committee to the city council committee on subways. The plans provide for four main lines traversing the city. The estimate for construction is \$96,257,000, and for equipment \$34,884,000. The system would have a capacity of 187,000 passengers an hour.

Ismay Resigns.

New York—J. Bruce Ismay, who figured in the news a few months ago by being among the Titanic survivors, is to resign as president of the International Mercantile Marine company.

INDUSTRIAL DEVELOPMENT AND PROGRESS OF OUR HOME STATE

BIGGER FAIR URGED.

J. H. Booth Proposes State Show to Cost \$1,000,000.

Salem—A \$1,000,000 state fair is the plan that J. H. Booth, of Roseburg, president of the Oregon State Board of Agriculture, hopes to see worked out. He believes that at least \$1,000,000 should be appropriated by the legislature, not all at once, however, and that some definite plan be adopted for the permanent upbuilding of the fair.

"The university and agricultural college and other state institutions are given appropriations almost without stint," said Mr. Booth. "While probably they need the money and deserve it, I believe that there is no greater educational factor in the state than an agricultural state. Any move which tends toward developing the state's agricultural interests to the highest point of efficiency is, financially and in every other way, an upbuilding factor in the state's progress."

By setting out a definite plan for the state fair grounds and obtaining stated amounts biennially to be used toward working out that plan, the state fair could be developed into one of the most magnificent features of the state, that would repay the money expended in many ways.

Upon the nucleus which we have we could build up to the final attainment of the scheme for a great fair. Every improvement which is put in the grounds should be a permanent one.

"There should be good walks, good buildings, a cattle judging arena electrically lighted, so that judging could be done at night. The difficulties that we have encountered this year with the rains should be obviated by all permanent covered buildings. We hope to have a permanent pavilion constructed with the \$50,000 which the last legislature appropriated, and which, we trust, will be given us by the next legislature overriding the governor's veto."

"The fair should be placed in a position where it will be able to handle the crowds whether the weather is wet or dry, a place provided where agricultural lectures can be given daily for the farmers, and the entire show given over to the agricultural interests. The agricultural and stock displays at the fair I place first, and the amusements last. The fair is for educational purposes, and it is toward that end we are constantly striving."

COVE CHERRIES STILL RIPE.

C. M. Stackland Thinks Oregon is Ideally Located.

Portland—Although the bulk of the cherry crop in Cove district has long since been gathered and marketed, cherries are still ripe in that section. C. M. Stackland, of Cove, was in Portland, Saturday, and brought to the Commercial club samples of Bing and Royal Anne cherries he had picked from his own orchard, which are in perfect condition. Mr. Stackland is a member of the firm of Stackland Bros., one of the largest fruitgrowing concerns of the Cove district.

Mr. Stackland had some interesting figures to offer concerning this year's cherry crop. From 227 trees, growing on two acres, he sold 13 tons of Royal Anne cherries to a cannery for \$1000.

"That the community may well encourage the fruitgrower," says Mr. Stackland, "is indicated in the wages paid to workers in the Cove cherry orchards. My brother and I picked 16,000 gallons of cherries from eight acres, and the picking and packing cost \$997.03. This means that \$125 an acre was paid for labor in harvesting the crop, which shows that the returns from the cherry crop are widely distributed throughout the county."

"Although Cove is one of the best-known cherry districts in the state, I believe that there are great areas in Oregon, now lying idle, that could be cultivated and made to produce fruit just as good."

Steel Bridges in Umattila.

Pendleton—Umattila county has more steel bridges than any other county in Oregon, according to C. H. Martin, the civil engineer employed by the county recently to construct permanent highways and bridges throughout the county. Every bridge built in the county during the last six years has been of steel and at the present time 12 of these structures are in course of construction. Two of the new bridges are to replace wooden ones carried out by the Butter creek cloudburst.

Hops at Eugene Are Prime.

Eugene—Hopping began in a number of yards near Eugene and Springfield, the growers taking advantage of the slack of rain to get in as much work as possible while the clusters are in prime condition, fearing more rain. Yards about Irving began picking also. As yet the rains have not done much damage to the hops in Lane county, and the quality, according to J. W. Seavey, is prime. No lice have appeared and growers have sprayed their hops, so that there is little chance of mold.

Rain Saves Loss From Fire.

Medford—Favorable climatic conditions and efficient fire protection have saved Jackson county more than a million dollars this season. According to M. L. Erickson, supervisor of the Forest service, there will be no more forest fires in 1912, the recent rains having eliminated the possibility, the season of 1912 will establish a record in the history of forest fires in Southern Oregon.

Trout Stream Fished Out.

Dufur—A petition requesting that Fifteen-Mile creek be stocked with trout has recently been filed with the state fish and game commission. At one time Fifteen-Mile creek teemed with trout, but at the present time this creek is practically fished out, and unless it is stocked at an early date it will be next to impossible to locate a fish in this creek.

ROAD NEARS END.

Grading is Finished and Rails Laid Most of Way to Friend.

Dufur—The work of extending the Great Southern railroad from this city to Friend, about ten miles distant, is nearing completion, and it is expected that regular trains will be in operation to Friend within a month.

Rails are being laid on the last two miles of the work, the grading being all finished and the rails laid up to within about two miles of the proposed terminus, and work trains are being operated over the new road for this distance.

Sixty-pound rails are being used and the roadbed and bridges are being constructed in the best possible manner so that the heaviest kind of traffic can be run over the road when completed.

After the completion of this extension the line from here to The Dalles will be repaired, both roadbed and bridges, and put in first-class shape.

The extension of the terminus will probably necessitate the moving of the trainmen and their families to Friend. The officers of the Great Southern company are seriously considering the advisability of purchasing some sort of a motor car to add to their passenger service.

It is yet undecided whether they will purchase a gasoline motor or a car propelled by an electric storage battery. However, as soon as the business warrants the additional service, it will be made as suggested.

The addition of a motor car will cut the running time to The Dalles and return nearly half, and be of great convenience to the people along the line.

The Great Southern expects a large freight business, both in grain and in fruit, this fall, and is making preparations for handling this traffic.

MEDFORD WILL BUILD ROAD.

Citizens Determined to Have Rail Line to Seaport.

Medford—Medford is to have a railroad to the coast. Tired of promises by railroad companies and outsiders, prominent Medford business men have decided to do the job themselves. Papers were filed for the incorporation of the Medford & Crescent City Railway company, and the preliminary capitalization has been placed at \$50,000.

That such a road will be of incalculable benefit to Medford and the Rogue River valley cannot be gainsaid. It will open up a virgin mineral and timber region, will tap the fertile but undeveloped Applegate valley, and will bring a great reduction in freight rates. With the construction of the Panama canal, it will mean that fruit and produce can be shipped by water to Atlantic Coast ports, and incidentally a delightful summer resort will be within easy distance of this city.

OREGON NATIVES GO EAST.

Albany Couple to Devote Nine Months to Extensive Tour.

Albany—Robert L. Burkhardt, one of the best-known breeders of Jersey cattle on the Pacific Coast, has started on a trip East, during which he will inspect the leading Jersey herds of the country. On May 20, last, Mr. Burkhardt sold the Jersey herd which he had been developing for several years for \$17,000 at one of the largest public sales ever held in Oregon.

Both Mr. and Mrs. Burkhardt, who are native Oregonians, have never visited the Atlantic Coast and they will devote nine months to an extensive tour of the East.

Big Hop Yards in Down.

Grants Pass—Borne down with the great crop of hops, with the added weight of the rain on the dense foliage, the entire Frankan-Cornell hopyard of 100 acres lies flat on the rain-soaked ground, the supporting wires having broken under the strain. Picking had been in progress in the yard several days, but two weeks' work is yet to be done before the crop is all in the bale. A force of men is busy raising the vines to supports, and if no further rain falls the quality of the hops will not be damaged.

First Box From Eugene.

Eugene—The first freight sent out of Eugene over the new Oregon Electric railway was shipped to Junction City by the owners of a local grocery and meat market. They sent to one of their customers a consignment of meat and vegetables, the shipment going in a box car drawn by the construction engine. The track layers have reached the business section of the city, but the crossing has not been made at the intersection of West Fifth and Blair streets at the edge of the city, where the P. & E. lines run.

Hops Burn, Loss \$8000.

Forest Grove—The hophouse, including 18,000 pounds of dried hops, belonging to Robert B. Porter, which is located about three miles northwest of this city, burned to the ground, entailing a loss of about \$8000. The cause of the fire is not known, but it is believed to have started from a defect in the heating system. Insurance amounted to \$7000. About one-fourth of the hops had been picked, which amount was consumed. The remainder of the crop will be dried in a neighboring hophouse.

Dallas to Install Fountains.

Dallas—To accommodate the traveling public, the visiting farmers and the local citizens, Dallas is to have four public drinking fountains installed on four of the principal corners of this city. There is to be a large fountain for horses at the Main street intersection. An effort is to be made to get the drinking fountains in before the Harvest Festival and Schoolchildren's Fair, October 3, 4 and 5.



STANTON WINS

commented the lawbreaker. "You do it like a veteran," Floyd mused with mock suspicion. "At the office they left the car, but not each other. There was growing upon Stanton more and more the desire for Jesse Floyd's companionship, a final rebellion of nature against his lonely existence. "Do you have to stay here?" he demanded, upon concluding arrangements at the office. "No," Floyd replied. "Come to dinner with me, then." The mechanic shook his bronze-curved head in laughing refusal. "There has been enough of that, Mr. Stanton; you come to dinner with me." "At your home?" escaped Stanton involuntarily. He had a sudden vision of Jess and Jessica together, a premonition of mental bewilderment before the spectacle of their incredible likeness. "I would like that, but you know we live up town, and I have got to be back here in an hour. Mr. Green wants me." "Oh, anywhere you say. See here, why can't you wait and come on the train with me to Indianapolis? We might make the trip less monotonous for each other."

CHAPTER VIII—(Continued).

"Don't see or hear too much, and don't tell me if you do," advised Stanton suddenly, and leaned forward. The Mercury uttered a vibrant roar that cleared the Parkway for a quarter of a mile ahead, and leaped.

Floyd kept his eyes upon the road in front, carefully avoiding view of the hubbub left in their wake. He had a fleeting glimpse of one scandalized officer struggling with his rearing horse, as they thundered past, and he entertained no doubt of the number in their rear. "She steers a little stiff," Stanton observed, twisting between a limousine and two carriages. "But we can fix that at the track. What?"

"Two motor-cycle policemen are just behind," communicated Floyd, devoutly by silent nrth. "Had enough?" "I haven't seen them yet. I can't let out the machine here, of course, but—was that a dog?"

"But it seems all right."

Around a curve ahead darted a blue-uniformed figure on a motor-cycle, one arm raised. Stanton instantly checked his car, Floyd throwing out his hand in warning to those behind. There was a mad series of explosions from the abruptly halted motor-cycles in pursuit. "You're under arrest!" shouted three voices at once, as the Mercury slid to a standstill.

"Is it possible?" inquired the driver, removing his goggles.

Two more motor-cycle officers were coming up, three mounted on horses were arriving from side-paths. Surrounded by the outraged eight and all the population in the neighborhood, the Mercury stood quiescent.

"Will you follow to the police station, or will we have to take you?" came the crisp question. "We've got your number."

"I'll follow wherever you like," engaged Stanton. "Lead the way."

They started, preceded by one officer and followed by another, also by a shabby young man on a bicycle. Into the station they went, accompanied by their three attendants.

The charge was three fold: exceeding the speed limit by some fifty miles an hour, resisting arrest, and violating the smoke ordinance. That set forth, the usual interrogatory was put, Stanton replying with concise brevity.

"Name and age?" "Ralph Stanton, twenty-six." "Occupation?" "Automobile driver." "Name of car?" "Mercury." "Owner?" "The Mercury Company."

The shabby young man interrupted proceedings by a stifled gasp, grasping the sleeve of Floyd, who stood looking on.

"That's Stanton? Stanton? And you—who are you?"

"Yes, Floyd, his mechanic," was the wondering response.

Stanton glanced that way, as Floyd was drawn to the other side of the room by his excited captor, but turned back to answer the remainder of the examination. When the ceremony was ended, he signaled to his mechanic.

"Come, I've got to go before the magistrate and give bail," he summoned impatiently.

Floyd came across to him, shining-eyed and eager. "Stanton, that is a reporter; he wants us to tell him about your doing this. He needs a fresh story to make good with his paper—can't we give it to him?"

Stanton surveyed his companion, eyebrows lifted. "Why should we? The newspapers will get it, whatever we do. Come." "But he needs it; it would help him," Floyd urged. "He's thin and irked out—Stanton, he looks hungry."

"Do you want to help him?" the driver queried, astonished. "Do you care about a man you do not know and never see again?"

"Don't you?" asked Floyd simply. "I'm not from Paradise," dryly answered Stanton. "Tell him anything you like, but be quick."

He looked at the reporter again, with a new use of his eyes. Floyd was right; the man was threadbare and gaunt, and pathetically young. Stanton had a renewed consciousness of being strong and brutal in his strength, successful and selfish in his success.

"You are an educating companion," he observed, as they went out with an officer.

"Why?" Floyd inquired, puzzled. But Stanton would elucidate no further.

The ordeal before the magistrate was not long. Stanton was held in a thousand dollars bail for future trial, produced a surety company's bond, and in fifteen minutes was free and once more in his seat behind the Mercury's wheel. "We will reach the office on time,"

They spent a long time over the stn ple meal, enjoying themselves completely. But at last they sank into thoughtful silence, which Stanton was the first to break.

"I saw that Miss Floyd's arm was hurt, the other evening. I hope it is better."

Floyd raised his head, starting so violently as to overturn the goblet of water beside him.

"What do you mean?" he exclaimed sharply. "What do you mean? Her arm?"

The shattering of glass and the consequent flood brought their water on a run, but Floyd did not even glance down at the wreck, his eyes upon Stanton; who returned the gaze in utter amazement.

"What do I mean? I say that your alster's bracelet slipped off and scratched her arm, the night we went to the play, and I asked you if she were well. What is the matter with you?"

Floyd pushed back his chair to permit the waiter's ministrations, his lashes falling.

"You gave me a turn," he exclaimed, with hurried lightness. "I wondered if Jessica had hurt herself and not told me. We've only got each other, and we are twins—I suppose we are silly about each other, in fact I remember, now, that she did have a scratch on her arm; I blamed it on the kitchen."

He was still pale, and paid the check without looking at his companion.

"Your nerves are out," Stanton frankly commented, contemplating him with curiosity. "One would think it was you who were just over the arrest. You'll have to get in form before we strike a race-track."

"Don't you worry," besought Floyd, his gaiety and color rushing back to gether. "I'll take some smelling-salts with me in case I feel faint when you commence to speed up."

Outside the two paused, Floyd looking at his watch.

"I've got to go over to the office," he said. "Shall I see you again before we leave?"

"When is that?"

"Nine o'clock from the Grand Central. We always start a few days ahead of you, of course."

"Better shake hands, then," advised Stanton.

They did so, and separated. At five minutes past nine, that evening, the Chicago special pulled out of New York. Ten minutes later a hand was laid on Floyd's shoulder, as he sat gazing out the window at the flying darkness and brightness that was the outskirts of the city.

"Do you want to talk, or shall I go back to my own section in the next car?" Stanton inquired.

His mechanic turned swiftly, incredulously.

"Stanton? Really you?"

"Since you had to start to-night, I saw no reason why I should not do likewise. I hate train travel; we'll get it over. You haven't answered my question yet."

"I didn't know that I had to," smiled Floyd.

And indeed there had been no possible mistaking of the welcome and pleasure in his cry, or in his truthful

