

# NEWS NOTES OF CURRENT WEEK

## Resume of World's Important Events Told in Brief.

President-elect Wilson declines to make any more speaking engagements.

Roosevelt urges successful third-party legislators to work hard to carry out party pledges.

Austria is assembling her entire war fleet at Pola, the chief naval station of Austro-Hungary.

Butter advanced two cents a pound in Portland, Or., markets, on account of scarcity of the supply.

The money trust investigating committee listened to a strong defense of the clearing house system.

Train robbers got a shipment of \$20,000 in gold that was being sent to the First National bank of Taft, Cal., from Bakerfield.

Great Britain has presented in writing a vigorous protest against the exemption of American coast-wise shipping from Panama canal tolls.

The Corn Products company of New York is accused by dealers of making written contracts for rebates in violation of the Sherman anti-trust law.

General Maus, commander of the department of the Columbia, has recommended to the War department the fortification of Grays harbor and Willapa harbor.

By sending large quantities of rice to the Philippine markets to be sold at reasonable prices the government foiled the game of rice speculators and prevented a rice famine.

A 14-inch gun exploded while being tested at the Sandy Hook naval proving grounds, but did not cause a scratch to anyone, though explosions of smaller guns have taken many lives.

The common towel was ordered abolished from railroad cars, vessels, all other interstate vehicles and from stations, by Secretary MacVeagh in an amendment to the interstate quarantine regulations.

American resident in Smyrna fear the vanquished Turks will wreak vengeance upon them.

One of the Italian Camorristi who was sentenced to 30 years' imprisonment became violently insane.

Senator Poindeexter, of Washington, declares Taft should be impeached for improper use of Federal patronage.

Greece refused to sign the peace protocol with Turkey, and it is believed she may continue the war alone.

Vancouver, Wash., is overrun with tramps and beggars.

Canada proposes to build three battleships, at an aggregate cost of \$35,000,000, as an adjunct to the British navy.

Several groups of Mexican rebels have joined forces, making an army of 1000 men under command of General Orozco.

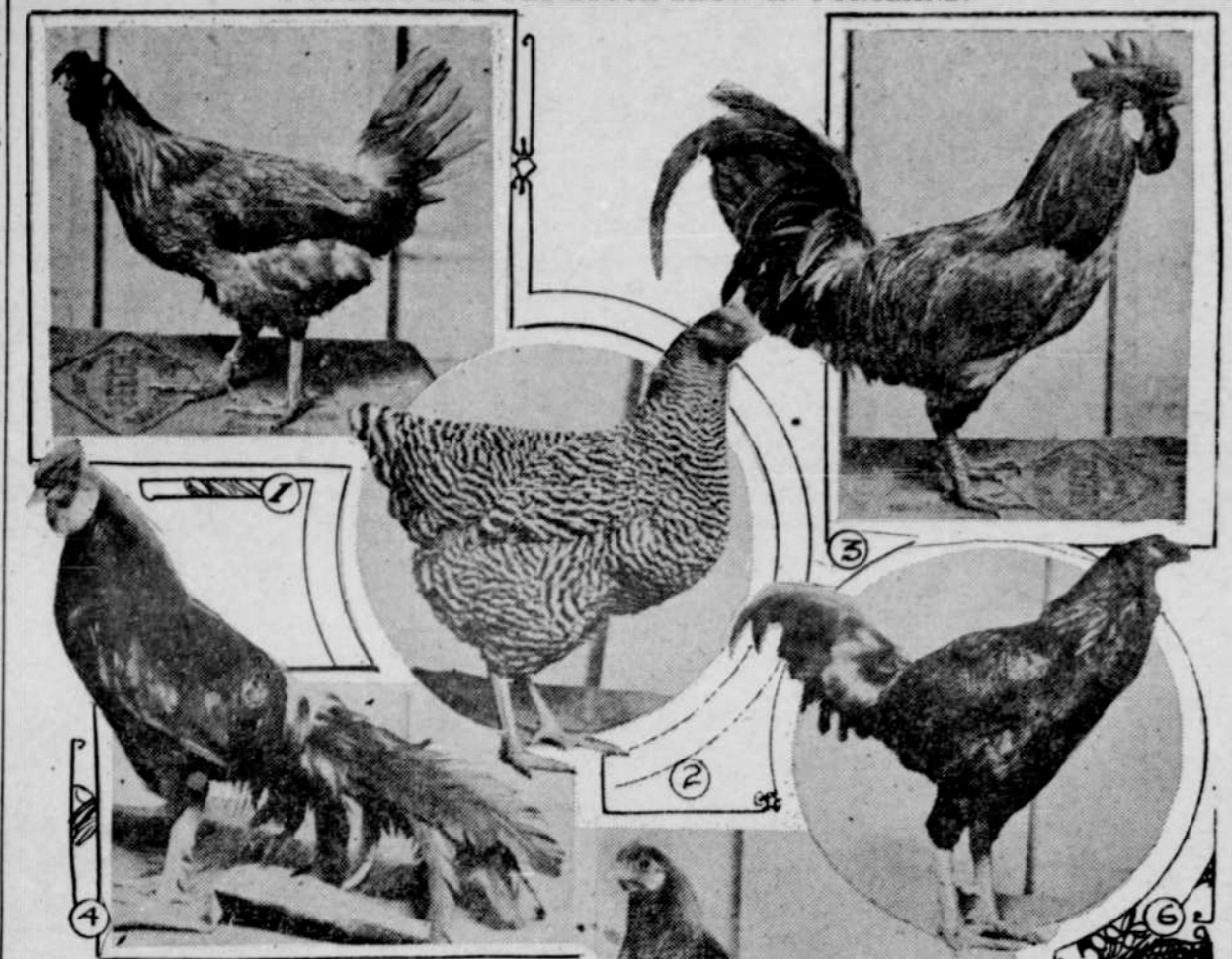
Aeroplane used by the Bulgarian forces are said to have been an immense help in her operations against Turkey.

The National League of Democratic clubs does not favor holding the inaugural parade at a later date than the actual taking of oath of office.

After two days of discussion, the peace treaty between Turkey and Italy, concluded at Lausanne, was approved by the French chamber of deputies.

Colonel Archibald Gracie, of Washington, D. C., died in New York. He was one of the last persons to leave the steamer Titanic, and with one other man clung all night to any empty crate.

## A FEW OF THE ARISTOCRATS WHO OPENED THE EYES OF VISITORS AT THE ANNUAL POULTRY AND PET STOCK SHOW IN PORTLAND.



### POULTRY SHOW DRAWS CROWD

#### Fourth Annual Exhibit Most Successful of Any

Class! That is the word. The Fourth Annual Poultry show of the Oregon Poultry and Pet Stock association, held in Portland, December 9-14, was the best yet. It was the most interesting and most successful ever held in the state.

The entries were very large. About 1500 birds were shown, and nearly 250 individual exhibitors had birds for scoring and prizes. Besides chickens, which were shown in 33 classes, there were some fancy geese, guinea pigs, pigeons, Belgian hares, etc. The appliances exhibited were also exceptionally good and a study of them was well worth while to poultrymen and those interested in the business. Modern coops, up to date feeding apparatus and all sorts of foods and remedies were shown.

The Plymouth Rocks were most numerous of any single class. In the Rock section there was a really remarkable collection of cockerels—the largest and best ever gathered in the west, and the birds were particularly fine. Entries were made from every part of Oregon and Washington was well represented. Birds from Idaho were also present, and California, too, had representatives. Following the Rocks, the Wyandottes were perhaps next in number. Then came the Leghorns, and then the Rhode Island Reds and Orpingtons. The showing of games was not as heavy as in some past years, but the representatives of both pit games and the big Cornish birds was fair. There was not a large representation of Minorcas either, but excellent birds, both black and white were on exhibition. Among the Mediterranean group the Anconas and Andalusians were noted. A good showing of Hamburgs, too, was noted. For the first time in a Portland show the Sicilian Buttercups have been entered. This is a new breed. The combs are cupped, and supposed to resemble the flower for which the birds are named. These birds are Mediterranean, and appear to be larger than most of this group. They are of golden plumage with a peculiar dark mottling. Their owners claim a heavier bird, a better meat and quicker growth than any other fowl in the group, and a very large egg production. They are attracting no little attention among the lovers of new breeds, and they are handsome in bearing and plumage.

H. H. Collier, of Tacoma, has the scoring of the American breeds, including the Rocks, Wyandottes, Rhode Island Reds, etc.

Judge Miller Purvis, of Windle, Idaho, scores the Mediterranean birds. Many fine birds were entered in the show a year ago, and it is a matter of doubt if this year shows any finer birds from an individual standpoint; but, on the other hand, the entries were

### POULTRY, GUINEA PIGS, PIGEONS, BELGIAN HARES, ETC., MAKE MOST INTERESTING VARIETY.

larger this season, and the grade of birds on the whole higher; there were fewer birds of inferior appearance, and competition was very keen and close.

Attendance was very good, and a notable influx of school children is one of the most encouraging signs the management has observed. The educational value of poultry exhibitions was considerable from an intensely practical standpoint.

The accommodations were excellent, and the room at East First and Morrison streets was large and well ventilated.

Twenty-five silver cups, as well as the Page trophy and many articles of beauty and value, were given as special premiums and sweepstakes.

Following is a partial list of prizes awarded:

S. C. White Leghorns—Cockerels, first, Industrial Poultry Plant, Richfield, Wash.; second, H. S. Carter, Salem, Or.; third, R. J. Raney, Vancouver, Wash.; fourth, W. B. Brown, Sellwood, Or.; fifth, J. P. Hall, Newberg, Or.

Brown Leghorns—Cocks, first, Warren Gray, Jefferson, Or.; second, W. F. Lethin, Hillsboro, Or. Cockerels, first and second, Warren Gray; third, fourth and fifth, Joe Saunders, Hillsboro, Or. Pullets, first Joe Saunders; second and third, Warren Gray; fourth, Joe Saunders; fifth, Sorenson Bros., Gresham, Or.

White Wyandottes—Cocks, first, J. A. Griffin, Eugene, Or.; second, E. J. Hamilton, Metzger, Or.; third, C. H. Chrisman, Portland; fourth, D. N. Lash, Portland; fifth, Harry V. Marx, Portland. Cockerels, first, A. J. Longtine, Portland; second, R. J. Hamilton; third, D. W. Kelley, Portland; fourth and fifth, Harry V. Marx.

Black Minorcas—Cocks, first, L. H. Baker, Portland; second, A. W. Parks, Portland. Cockerels, third, Sorenson Bros. Pullets, first and second, L. H. Baker. Hens, first, L. H. Baker.

White-Faced Black Spanish—All awards to E. J. Hufford, St. Johns, Or.

Silver Spangled Hamburgs—Cocks, first, Walter Roswurm, Forest Grove, Or.; second, Mrs. E. C. Fety, Portland. Walter Roswurm took first, second and third for cockerels, hens and pullets.

Blue Andalusians—Cockerels, second, Sorenson Bros., who also took first for hens and pullets. E. M. Hurd, of Portland, took second for pullets.

### NEW ROAD MEASURE URGED

#### Lane County Grange Will Work for Road Patrol.

Springfield—At the last meeting of the Pomona Grange of Lane county a resolution to be presented to the county commissioners, asking them to take under advisement the suggestion of a county road patrol, was unanimously adopted and a committee appointed to present it to the court.

The resolution says "that experience in several American states demonstrates that a systematic road patrol, by sections, for road repair work wherever needed at the time when it is needed and when it can be done most economically, is the only satisfactory method of keeping roads in usable condition, and the county court would seem, under the law, to have full power to adopt and put in practice a patrol system, sectioning the road therefor and placing in charge of each section some person, whether supervisor or other employe, whose duty it shall be to inspect his section of road at frequent intervals and make repairs which may be called for at any time."

# The Flying Mercury

By ELEANOR M. INGRAM  
AUTHOR OF THE GAME AND THE CANDLE  
ILLUSTRATIONS BY RAY WATERS  
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## SYNOPSIS.

The story opens on Long Island, near New York city, where Miss Emily French, a relative of Ethan French, manufacturer of the celebrated "Mercury" automobile, loses her way. The car has stopped and her cousin, Dick French, is too muddled with drink to direct her. They meet another car which is run by a professional racer named LeStrange. The latter fixes up the French car and directs Emily French how to proceed homeward. Ethan French has disinherited his son, who has disappeared. He informs Emily plainly that he would like to have her marry Dick, who is a good-natured but irresponsible fellow. It appears that a partner of Ethan French wanting an expert to race with the "Mercury" at auto events, has engaged LeStrange, and at the French factory Emily encounters the young man. They refer pleasantly to their meeting when Dick comes along and recognizes the young racer. Dick tells the way LeStrange ignores their first meeting when he appeared to a disadvantage. LeStrange tells Emily that he will try to educate her indifferent cousin as an automobile expert.

## CHAPTER V.

There was a change in the French affairs, a lightening of the atmosphere, a vague quickening and stir of hopeful cheer in the days that followed. The somber master of the house met in Bailey's undisguised elation and pride when they discussed the successful business now taxing the factory's resources, met it yet again in Emily's pretty gaiety and content. But most strikingly was he confronted with an alteration in Dick.

It was only a week after his first morning ride with LeStrange, that Dick electrified the company at dinner, by turning down the glass at his place.

"I've cut out elaret, and that sort of thing," he announced. "It's bad for the nerves."

His three companions looked up in complete astonishment. It was Saturday night and by ancient custom Bailey was dining at the house.

"What has happened to you? Have you been attending a medical meeting?" the young man's uncle inquired with sarcasm.

"It's bad for the nerves," repeated Dick. "There isn't any reason why I shouldn't like to do anything other fellows do. Let's—that is, none of the men who drive cars ever touch that stuff, and look at their nerve."

Mr. French contemplated him with the irritation usually produced by the display of ostentatious virtue, but found no comment. Emily gazed at the table, her red mouth curving in spite of all efforts at seriousness.

"You're right, Mr. Dick," said Bailey dryly. "Stick to it."

And Dick stuck, without as much as a single lapse. Frenchwood saw comparatively little of him, as time went on, the village and factory much. He lost some weight, and acquired a coat of reddish tan.

Emily watched and admired in silence. She had not seen LeStrange again, but it seemed to her that his influence over all the life of both house and factory. Sometimes this showed so plainly that she believed Mr. French must see, must feel the silent force at work. But either he did not see or chose to ignore. And Dick was incautious.

"I'm going to buy one of our roadsters myself," he stated one day. "Can I have it at cost?"

Mr. French felt for his pince-nez.

"You? Why do you not use the limousine?"

"Because I don't want to go around in a box driven by a chauffeur. I want a classy car to run myself. I've been driving some of the stripped cars, lately, and I like it."

"I will give you a car, if you want one," answered his uncle, quite kindly. "Go select any you prefer."

"Thank you," Dick sat up, beaming. "But I'll have to wait my turn, we've orders ahead now. LeStrange says I've no right to come in and make some other fellow wait."

Mr. French slowly stiffened.

"We do not require lessons in ethics from this LeStrange," was the cold rebuke. "I shall telephone Bailey to send up your car at once."

Rupert brought the sixty-horse-power roadster to the door, three hours later. And Emily appreciated that LeStrange was discreet as well as compelling, when she found the black-eyed young mechanic was detailed to accompany Dick's maiden trips; which duty was fulfilled, incidentally, with the fine tact of a Richelieu.

In May there was a still greater accession of work at the factory. In addition, the first of June was to open with a twenty-four hour race at Beach track, and LeStrange was entered for it. Excitement was in the air; Dick came in the house only to eat and sleep.

The day before the race, Mr. French walked into the room where his niece was reading.

"I want to see Bailey," he said briefly. "Do you wish to drive me down to the factory, or shall I have Anderson bring around the limousine?"

"Please let us drive," she exclaimed, rising with alacrity. "I have not been to the factory for months."

"Very good. You are looking well, Emily, of late."

Surprised, a soft color swept the face she turned to him.

"I am well, dear, I think we are all better this spring."

"Perhaps," said Ethan French. His bitter gray eyes passed deliberately over the large room with all its traces of a family life extending back to pre-Colonial times, but he said no more.

It was an exquisite morning, too virginal for June, too richly warm for May. When the two exchanged the sunny road for the factory office, a north room none too light, it was a moment before their dazzled eyes perceived no one was present. This was Bailey's private office, and its owner had passed into the room beyond.

"I will wait," conceded Mr. French.

the new drill is acting." Bailey pulled out a handkerchief and rubbed his brow. "Excuse me, it's warm. Yes, he wants me to strengthen a knuckle—he's spoken considerable about it. I guess he's right; better too much than too little."

"I do not see that follows. I should imagine that you understood building chassis better than this racing driver. You had best consult outside experts in construction before making a change."

"Uncle!" Emily cried.

"There's a twenty-four hour race starts tomorrow night," Bailey suggested uneasily. "It's easy fixed, and we might be wrong."

"We have always made them this way."

"Yes, but—"

"Consult experts, then. I do not like your manager's tone; he is too assuming. Now let me see those papers."

Emily's parasol slipped to the floor with a sharp crash as she stood up, quite pale and shaken.

"Uncle, Mr. LeStrange knows," she appealed. "You heard him say what would happen—please, please let it be fixed."

Amazed, Mr. French looked at her, his face setting.

"You forget your dignity," he re-torted in displeasure. "This is more childlike, Emily. Men will be consulted more competent to decide than this LeStrange. That will do."

From one to the other she gazed, then turned away.

"I will wait out in the cart," she said. "I—I would rather be outdoors."

Dick French was up-stairs, standing with LeStrange in one of the narrow aisles between lines of grimly efficient machines that bit or cut their way through the steel and aluminum fed to them, when Rupert came to him with a folded visiting card.

"Miss French sent it," was the explanation. "She's sitting out in her horse-motor car, and she called me off the track to ask me to demean myself by acting like a messenger boy. All right?"

"All right," said Dick, running an astonished eye over the card.

"No answer?"

"No answer."

"Then I'll hurry back to my embroidery. I'm several laps behind in my work already."

"See here, LeStrange," Dick began, as the mechanic departed, sitting down on a railing beside a machine steadily engaged in notching steel disks into gear-wheels.

"Don't do that!" LeStrange exclaimed sharply. "Get up, French!"

"It's safe enough."

"It's nothing of the kind. The least slip—"

"Oh, well," he reluctantly rose, "if you're going to get fussy. Read what Emily sent up."

LeStrange accepted the card with a faint flicker of expression.

"Dick, uncle is making the steering-knuckle wait for expert opinion," the legend ran, in pencil. "Have Mr. Bailey strengthen Mr. LeStrange's car, anyhow. Do not let him race so."

Near them two men were engaged in babbling bearings, passing ladle-



Met it Yet Again in Emily's Pretty Gaiety and Content.

fuls of molten metal carelessly back and forth, and spashing hissing drops over the floor; at them LeStrange gazed in silence, after reading the card still in his hand.

(TO BE CONTINUED.)

Wise Servant.

A woman in Trenton, N. J., who has been having a lot of trouble with her domestic help, was obliged recently to accept the temporary service of a raw recruit in the shape of an Irish girl just landed in this country.

After a preliminary survey of the girl and a dejected sigh, the lady of the house asked:

"What can you do?"

"Sure, most anything at all, mum," responded the newcomer.

The lady of the house glanced about the room. There was everything to be done. "Could you fill the lamps?" she finally ventured to ask.

"Shure, I kin fill the lamps!" exclaimed the enthusiastic Celt, as she grabbed one and started out. Then, with the air of one wishing above all things to suit the possible caprices of a new employer, she paused to query: "Are it gas or oil red be wasth' thin filled with?"

### PORTLAND MARKETS

Wheat—Track prices: Club, 78c; bluestem, 81c; red Russian, 76c; valley, 80c.

Barley—Feed, \$24 ton; brewing, nominal; rolled, \$27@28.

Corn—Whole, \$36; cracked, \$37 ton. Millstuffs—Bran, \$23 ton; shorts, \$25; middlings, \$30.

Hay—Timothy, choice, \$17@18 ton; mixed Eastern Oregon timothy, \$12@15; oat and vetch, \$12; alfalfa, \$12@13; clover, \$10; straw, \$8@7.

Oats—No. 1 white, \$26 ton.

Fresh Fruits—Apples, 50c@1.50 box; pears, 75c@1.50; grapes, \$1.60; Malaga, \$8 per barrel; cranberries, \$11.50 barrel.

Potatoes—Jobbing prices: Burbanks, 60c@65c per hundred; sweet potatoes, 2c pound.

Onions—Oregon, 90c@1 per sack.

Vegetables—Beans, 12c; cabbage, 1c pound; cauliflower, \$1.75 crate; celery, \$3.50; cucumbers, 50c@60c dozen; eggplant, 10c pound; head lettuce, 50c@1 crate; peas, 12c pound; peppers, 10c; radishes, 15c@20c dozen; sprouts, 8c; tomatoes, \$1.50 box; garlic, 50c@60c pound; pumpkins, 1c pound; turnips, 75c sack; carrots, 75c; beets, 75c; parsnips, 75c.

Eggs—Fresh locals, candled, 42c dozen; Eastern, 22c@27c.

Butter—Oregon creamery butter, cubes, 37c pound; prints, 35c@39c.

Pork—Fancy, 9c pound.

Veal—Fancy, 13c@14c pound.

Poultry—Hens, 13c; broilers, 13c; turkeys, live, 20c; dressed, choice, 22c@23c; ducks, 12c@14c; geese, 12c@14c.

Hops—1912 crop, prime and choice, 16c@18c pound.

Wool—Eastern Oregon, 14c@18c pound, according to shrinkage; valley, 21c@22c; mohair, choice, 32c.

Cattle—Choice steers, \$6.85@7.30; good, \$6.50@7.25; medium, \$6@6.25; choice cows, \$6@6.25; good, \$5.50@5.75; medium, \$4.50@5.25; choice calves, \$7.50@8.50; good heavy calves, \$6@7; bulls, \$3@5; stags, \$5@6.

Hogs—Light, \$7.75@7.90; heavy, \$6.75@7.25.

Sheep—Yearlings, \$4.25@5.10; wethers, \$3.60@4.75; ewes \$3@4; lambs, \$4@6.30.

### Bandon Women Plan Club.

Bandon, Or.—At a well-attended meeting of the women of Bandon it was decided to form a woman's auxiliary to the Bandon Commercial club. Mrs. L. P. Sorenson read to the meeting an article from the Oregonian on commercial clubs for women, which reading did much to enthuse those present. A box factory is being built near here by George Goidensdorfer. The bulk of the boxes will be spruce. All modern machinery is being installed and the factory will be one of the most up-to-date on the Coast.

### Railroad Money Coming.

Grants Pass, Or.—The Pacific Interior Railroad company is meeting with success in getting subscriptions. Dr. J. F. Reddy, from Medford, is at Crescent City, where he is organizing that end of the project. It is determined to begin laying rails at Crescent City. The Draper right of way, obtained about six years ago, will be acquired. This will necessitate a bridge across Rogue River within the city limits, which will be one of the expensive items at the commencement.

### Signal System Nears Completion.

Centralia—The new block signal system being installed between Tacoma and Portland by the Northern Pacific will be ready for use between Centralia and Little Falls by Saturday. The system between Centralia and Tenino will be ready within ten days.

### Wenatchee Apples, \$2,500,000.

Wenatchee—Two and a half million dollars will be the minimum net return to growers of the Wenatchee district from the apple crop of 1912. This estimate is based on the actual cash advances of such conservative dealers as Conrad Rose and on the achievements of the association, the union and the Wenatchee-Columbia Fruit company this year. Sales made to date and the present condition of the market insure an average return of \$1 a box. This amount has been surpassed in many settlements now completed.

### Farmers Want New Line.

Colfax, Wash.—Representatives from the Northern Pacific, Oregon-Washington Railroad & Navigation company, and Inland Empire Electric line, met with the Colfax Commercial club and farmers of Western Whitman county. The farmers are asking that a road be built through a district West of Colfax through a rich farming region, where farmers are now hauling their grain 10 miles to the nearest market. The proposed railway would extend 40 miles down Akli flat and Union flat.

### Rails for Eugene-Cooos Bay.

Eugene—Material for the Willamette-Pacific line from Eugene to Coos Bay began to arrive this week, and already there are nine carloads of steel for the bridge across the Long Tom river and for streams farther to the west. Track-laying, however, will not begin until the weather becomes settled. "No rails will be laid at present," said W. R. Fountain, engineer in charge, "owing to the soft condition of the grade, and we have not enough rails on hand to begin the work."