AFRICAN NATIVES GIVE PRINCE WALES A ROYAL SEND-OFF

ACCRA, GOLD COAST, West Africa, April 14.—(By the Associated Press.)—The Prince of Wales, on board the battle cruiser Repulse left here today for Nigeria. He was given a great send off by the local inhabitants and the native chiefs.

Huge crowds were assembled alongside the highways at strategic points on the prince's route to the pier, where he embarked. The chiefs with their retinues, had the best positions for seeing the royal visitor.

The prince walked the last hundred yards to the dock, where he boarded a launch for the Repulse. A heavy swell was running and scores of surf boats, half submerged in the rough water, bobbed up and down off shore, their occupants yelling greetings to the departing guests. Hundreds of natives waded waist deep into the water, and, lining up as though on parade, watched the launch leave the quay for the battle cruiser.

Program Honors Vaudeville Week

In honor of National Vaudeville Artists week this splendid program is given tonight at the Craterian. It drew a large crowd this afternoon.

Herbert Crowley and his eight allied sailors impersonating women, always let it be known they are men. Beautiful gowns, bright comedy and many novelty songs and dances make the "Different Revue" an unusual treat.

Darwin may have been right about the men but when it comes to women, —leave it to the Hon. Dave Manley to propound his theories in his sketch called "Womanology."

O'Clare is a tenor of the Irish romantic type whose voice is wide in range and of pleasing quality. He is a comedian who gets amny laughs by the naturalness in which he portrays his role. Madaline who assists him in the playlet, "A Bid of Ould Ireland," is a young, pretty and talented miss who captures the hearts of her audiences. A special pastoral setting is carried to lend naturalness to the picture.

Jim and Flo Bogard has a collection of song, dance and patter, which is cleverly presented.

It is very interesting to note how deftly Edonard manipulates his fingers with such quickness and perfection in making manikins play on the screen for your pleasure.

Moving pictures and the Hunt's Craterian theater orchestra complete the bill.

GOVERNOR PIERCE URGES PEOPLE TO SEE FIRST GAME

SALEM, Ore., April 14.—Governor Pierce today issued a letter to the people of Oregon, suggesting a record attendance at the opening game of the first series of games of the Pacific Coast Baseball league to be played in Portland Tuesday, April 21, and suggesting that businessmen allow their employes a half holiday for the afternoon.

"It gives me great pleasure," says the governor's letter, "to announce that the opening baseball game of the Pacific Coast league will be played on the afternoon of Tuesday, April 21, 1925. Baseball is a distinctly American game—the finest American sport. The men who spend their time and money to bring this attraction to our very doors should be encouraged by large attendance. I suggest that business men give their employes a half holiday in order that all may have the privilege of witnessing what will unquestionably be a real game of the greatest sport of the twentieth century."

WOMAN CAPTURES HER 4TH BURGLAR

OAKLAND, Cal., April 14.—Henry Valentine, 24, was making his way out of a room in the Central hotel with several articles of jewelry in his pockets yesterday.

Hearing a noise in the room of Miss Maria Schuler at an hour when the tenant was ordinarily not at home, Mrs. Anna Meyer, the proprietor, investigated. She found Valentine ransacking the room and gave battle.

"He struggled a little," she said later, "but I told him if he made any more fuss I would smash his face. He then stopped fussing."

Mrs. Meyer turned Valentine over to the police.

"I'm getting used to catching burglars," she said. "I've captured three of them. This is my fourth."

Ulster Parliament. Meets.

BELFAST, Ireland, April 14.—The newly elected Ulster parliament met today and organized with the reelection of R. W. Hugh O'Neil as speaker after the members had taken the oath of office. The nationalists and the republicans did not attend.

KLAMATH MAYOR MAY VETO ACTION OF CITY COUNCIL

KLAMATH FALLS, Ore., April 14.—By a vote of three to two, the Klamath Falls city council last night adopted a resolution granting the Oregon, California and Eastern railway the right to cross Sixth street to its terminal. The franchise right failed to provide for the common user.

Mayor Goddard has indicated that he will veto the resolution, although no definite announcement has yet been made.

Representatives of the Oregon Trunk line for the past several months have been urging the insertion of the common user clause in the franchise as a means of preventing one railroad from having exclusive control of the streets which enter the city.

LEWISTON, IDAHO, TO HAVE LARGE MILL DEVELOPMENT

LEWISTON, Idaho, April 14.—The Lewiston city council last night accepted the proposals of the Clearwater Timber company and the Inland Power and Light company in the matter of establishing mills, power plant and log storage in the Clearwater river at Lewiston. The city is bound to give assistance in the matter of securing sites at reasonable prices and the companies agree to begin operations at once and to have the plants in operation by the spring or early summer of 1927.

The investments of the two companies at Lewiston will be more than five million dollars.

The action of the council secures to the Clearwater valley an extension of the railroad into the Clearwater timber belt by the Northern Pacific and Union Pacific railroads. The two companies will join in this development and are a part of the agreement with the Clearwater Timber company and the Inland Power and Light company. It is estimated the total immediate investment incident to the milling operations, power development and railroad extension will aggregate twelve million dollars.

NO. 10 DOWNING STREET MAY BE GIVEN QUIETUS

LONDON, April 14.—Two of London's famous old houses, numbers 10 and 11 Downing, respectively, home of the prime minister and chancellor of the exchequer, now are in such a state of decay that the government is considering whether it is desirable to pull them down and rebuild instead of making further repairs.

The Daily Express says that much money has been spent from time to time renovating the inside and outside of the houses, but that each inspection reveals that something further must be done. There are some who believe that reasons of sentiment may prove stronger than the demands of modern accommodation and that further repairs will be decided on.

Number 10 Downing street has been the residence of the premiers since 1735.

TAGGING OF SALMON ON COAST STARTED

SEATTLE, April 14.—Tagging salmon in the Pacific ocean to study its life and habits will be the object of an expedition of United States bureau of fisheries and ichthyologists, it was announced here today.

The expedition, scheduled to leave this week and financed by the states of Washington, Oregon and California is to take three months and is to extend from Cape Flattery, northwestern Washington, to Monterey, California. It is part of a scientific program adopted by the International Pacific Salmon Investigation federation, organized here last week by fishery officials of Canada and the United States.

MINING NEWS OF SOUTHWESTERN OREGON

Edited by Southwestern Oregon Mining Bureau.

The mining industry will be represented in the forth-coming investigation of freight rates by the American Mining congress. This investigation will cover all rates, charges, and classifications, regulations and practices, and covering the transportation of all kinds and classes of traffic.

The mining industry is estimated to furnish 53 per cent of all railroad tonnage and is vitally affected by railroad rates, which, in some instances, have been considered excessively burdensome on raw mining products.

The American Mining congress took an influential part in securing the investigation. As first proposed the rate inquiry would have covered only agricultural products and live stock. The American Mining congress protested against limiting the investigation to a single industry and asked that it apply to all basic products. Its representations of this point were made to the president, the Interstate Commerce commission and to congress. To perfect its plans of procedure before the commission in the interest of securing reasonable rates on mine products, the American Mining congress has requested its affiliated state organizations and mining interests generally to prepare their case for presentation before the commission, and has otherwise tendered its service to the mining industry as a whole with a view of presenting concrete proposals to the commission.

An interesting compilation has been published in the Engineering News showing the source of revenues of American railroads. The mines are credited with contributing the greatest amount as follows:

Mines	$23.86
Passenger traffic	22.20
Manufacturers	15.10
Agriculture	11.72
Forests	7.00
Merchandise	4.32
Animals	4.15
Miscellaneous freight	3.32
Miscellaneous passenger	3.99
Express	2.37
Mail	1.97
	$ 1.00

Greenback Mine

Some 23 miles north of the city of Grants Pass, on a branch of Gravel creek, and about two miles from the little mining town of Placer, is located the Greenback mine, probably the heaviest producer of free gold in the district and certainly one of the best mines. The trip thither is largely over the Pacific highway crossing Sexton mountain and passing Lookout Point, a place well known to every tourist by virtue of the fact that the view from this point is of greater extent than any view from any point on the highway within the state. Gravel creek lies at the base of the mountain on its far side and to the town of Placer the road follows the creek level and is almost the equal of the highway. The last two miles, however, are typical mountain roads, but the elevation is such that one does not mind the short climb as the car can be driven the entire distance to the mill. The mill building itself is impressive chiefly because of its size, as during the eight years of idleness the weather has had its way and the building is therefore sadly out of repair, as is the case with the cabins, the hotel, the store, assay office and other buildings.

The mine was discovered in 1897 by Johnson and Anderson and immediately yielded rich returns. The work done at that time was by crude methods, the metal being taken from the oxidized zone in a glory hole near the top of the mountain. The quantity was sufficient to attract considerable attention, although at that period most of the metal taken out was produced by the placer mines in the immediate vicinity. Subsequently the mine was sold to the Victor Junior Gold Mining company, the old arrasta was superceded by a ten stamp mill, tunnels were started to tap the ore at a lower level, and the result was that the ten stamps were soon increased to 15, a compressor was installed, power being furnished by a six foot Pelton wheel driven by water from a ditch some 18 miles long and giving a 225 foot head. Three Wilfley concentrating tables were installed, a new mill site was chosen near the lowest level, stamps were increased to 20, a steam engine and boiler placed in the mill to supplement the water power in the dry season, and the mine entered on the most profitable period of its development. Its production was so great, however, that the policy of expansion was carried beyond the common sense point, the stamps were increased in number to 40, three large crushers were installed, and 12 Frue vanners were put in to take care of the concentrates which naturally led to the installation of the cyanide plant. At this point of the development expense was no object. Four enormous steel tanks were installed and a special steel charging apparatus was imported from Germany at an expense reported to be in the neighborhood of $30,000. An engineer from the east was placed in charge and under his direction electric power was brought in an expense of some $65,000, the Martha-Mormon group of claims adjoining was acquired, and an electric tram was installed to bring the ore from those mines to the mill. Electrical power proved to be twice as expensive as the water power and steam combined, and the load was too heavy for the mine to carry. The morale of the workmen was destroyed by the fact that they had a superior who evidently was largely ignorant of any art of that except that of spending money, the owners lost interest through mismanagement and other reasons, and after one or two spasmodic efforts to keep active the mine drifted into that period of coma which it preserved practically unbroken up to the time of its recent acquirement by Mr. L. K. Klump of Portland under whose ownership it will doubtless soon again be heard of as a producing mine. The ore is there as rich and in as great quantities as ever and while it is a herculean task to rehabilitate a mine so long idle, it is not an impossible one and will doubtless be accomplished. A small crew of men has been busy all winter cleaning out the tunnels, retimbering and relocating veins.