

62D CONGRESS IS NOW IN SESSION

Champ Clark Chosen as Speaker and Mann Minority Leader

The political complexion of the Sixty-second Congress, convened in extraordinary session today, is as follows:

Senate—Republicans, 60; Democrats, 41; vacancy, 1.

House—Democrats, 228; Republicans, 160; Socialist, 1; vacancies, 2.

In the Sixty-first Congress, which was adjourned March 4, the Senate membership was:

Republicans, 59; Democrats, 32; vacancy, 1.

The House membership was:

Republicans, 217; Democrats, 174.

The Senate vacancy is from Colorado, the Legislature being Democratic. Iowa is expected soon to elect a successor to the late Senator Dolliver, whose seat now is occupied by Lafayette Young.

The House vacancies are from the Ninth Iowa and the Second Pennsylvania Districts.

Washington, April 4.—The Sixty-second Congress, called by President Taft in extraordinary session to consider the reciprocity agreement with Canada, got under way today.

The Republicans retain scant control of the Senate. The House passed into the hands of the Democrats for the first time in 16 years, and Champ Clark, of Missouri was elected speaker. He received 217 votes to 131 cast for James R. Mann, of Illinois, the Republican nominee.

The insurgent Republicans of the House, in their vote for Speaker, indicated they intend to maintain a separate working organization. Fifteen of them voted for Representative Cooper, of Wisconsin. Representatives Norris, of Nebraska, and Madison of Kansas, however temporarily deserted and voted with the regular Republicans for Mr. Mann.

Thereon Akin, the "independent Democrat," of New York, also voted for Cooper.

Victor L. Berger, of Wisconsin, the only socialist in the House, declined to vote.

The interests of opening today centered almost entirely in the House, and the routine proceedings of the Senate were all but forgotten.

Notice to Stockmen

Stockmen who have lost stock during the past winter to such an extent that they are not able this year to place upon the National Forest the number of stock that they are entitled to graze will be permitted to amend their application, paying only the grazing fees required for the number of stock placed upon the range. They will, of course, be entitled to place the balance of stock upon the Forest at any time during the season, upon payment of the necessary fees. In case they cannot replace the stock their rights will not be forfeited and before any action is taken to allot the range temporarily or permanently to any other person the matter will be fully discussed with each owner affected by such action in order to ascertain whether or not he desires to use the range.

GILBERT D. BROWN, Supervisor.

Your Horse's Age

There are four ways to tell the age of a horse, according to Prof. E. L. Potter, of the Oregon Agricultural College: by his teeth, by his ribs, by the flesh on his tail, and by the skin on his cheeks.

In a young horse the cheek skin is soft and elastic, and flies back quickly when raised, in an old one, it is lifeless and goes back but slowly.

Old horses apparently have a wider and more distinct space between their ribs than young ones. And with age the flesh on the tail of a horse shrinks making the joints more distinct than they are on a young horse.

Judging by the changes in teeth is a more accurate method. The coming of the temporary teeth first and then the permanent ones; the development to maturity; the change in shape on account of wear; the coming of the angle of meeting of the teeth, from straight together at five years to a sharp angle at twenty; all these are signs by which the experienced horseman can read accurately the age of a horse.

"It must be remembered that the permanent teeth, above and below, come in at the same time," says Prof. Potter, "but that the cups above do not wear away until all the cups below are gone. It must also be remembered that the changes begin at the center and continue at the rate of one pair a year; that a horse at maturity, which is at five years, has everything that is, all his permanent teeth and all the cups. If one remembers this much, he has the whole thing in a nut shell."

An adv in the Examiner will bring results. Try it and be convinced.

COAL LAND CASES PASSED ON UP

U. S. Supreme Court Will Decide Important Question

Seattle, Wash., April 4.—The supreme court of the United States will pass upon the Alaska coal claims as the result of an amicable agreement reached by counsel for the government and the defense in the first of the fraud cases to go before a jury. The case was that of the United States versus Charles F. Munday, Earl Slegley and Archie Shiels, charged with conspiracy to defraud the United States out of 6,087 acres of land near Katalla, Alaska, valued at more than \$100,000,000.

Immediately upon the completion of the jury last week, counsel for the defense moved that the judge instruct the jury to acquit the defendants, the principle ground set forth being that the land law of 1873 did not apply to Alaska.

Judge Hanover yesterday sustained this contention, but overruled the motion on the ground that the government might prosecute the defendants for having conspired to gain title to the land for the benefit of the Pacific Coal and Oil company, an alien corporation.

After Judge Hanover's decision the opposing counsel held conferences and decided to make up a record upon which the case could be reviewed by the supreme tribunal. When court met today the indictment was quashed, the defendants discharged, an exception taken and arrangements made for an appeal to the supreme court.

The result of today's agreement is to put an end to all court proceedings, legislation and land office action relative to the Alaska coal fields until the supreme court interprets the law.

A Great Record

Figures compiled by the railroads show that during 1910 not a single passenger was killed on the Union Pacific, Southern Pacific or Southern Pacific lines in Mexico, a total of 17,800 miles.

During that period there was carried on these lines an aggregate of 49,491,000 passengers, or, in other words, 3,000,000,000 passengers were carried one mile.

This is the result of the electric block signals and other safety devices, and is believed to have no parallel in the railroad world.

Infected With Scab

Several people who have been passengers on the stage between this place and Paisley report that the XL bulls, about 200 of which are now being fed hay along the stage road in the Chewaucan, are badly afflicted with the "scab." Passengers report that much of the hair on the animals has disappeared, leaving the skin in a very coarse raw appearance. It is reported that about thirty have died since arriving in the county, and the balance, now under quarantine, will soon be dipped. The balance of the XL cattle are now out on the range and will probably not be treated until they are rounded up sometime during the winter or early in the following spring. It is not known what effect their presence among other cattle will have, but it is hoped that the disease will not spread.

Paisley Press Items

Tom Hutton, of Wagon Tire, having sold his cattle to the ZX people is now busy making delivery.

Mr. Thorp and Mr. Hadley who bought Mr. Currier's horses have gone to Harney Co., to make Mr. W. W. Brown an offer for his horses.

Mrs. J. K. Bannister came in Sunday evening from Lakeview with Mr. Fitzpatrick. Mrs. Bannister has been visiting with her daughter, Mrs. Frank Smith, of Lakeview.

During the past week an important realty deal was consummated, by Bud Currier becoming the possessor of the Geo. Cooley ranch, south of town. The reported price was \$50 per acre. The ranch consists of about 200 acres and is considered a good piece of property. Mr. Currier may consider himself fortunate in securing such a valuable tract in the Chewaucan Valley, because all property in it will double in value in the next few years.

Contract to Let

Contract to let for work on cans Good job. Particulars see L. I. Conn or write or call on Geo. Con Paisley, Oregon. Also good man and woman wanted to work on ranch Good situation. GEO. CONN, Paisley, Ore

Every family and especially those who reside in the country should be provided at all times with a bottle of Chamberlain's Liniment. There is no telling when it may be wanted in case of an accident or emergency. It is most excellent in all cases of rheumatism, sprains and bruises. Sole by all good dealers.

BUILDING ROADS IN SISTER STATE

Millions of Dollars Spent On California Highways

(R. M. Widney in Portland Journal.) Owing to rains and the character of the soil and topography, Oregon is a state of mud roads, impassable to heavy traffic or travel, for more than half of each year.

In damage to traffic, the mud roads of Oregon cost its citizens every year a loss greater than the cost of building good roads, to say nothing of mud roads keeping progressive people from settling in the rural parts of the state.

It would have been money to this state if the governor had approved the \$500,000 legislative appropriation, even if half of it had been grafted or wasted.

Far better get it started than wait two years or more for a start. It is too mossback to grow progressive.

Think of Los Angeles county unanimously voting \$3,500,000 in bonds to build 300 miles of up-to-date, scientific hard roads. Private parties in Los Angeles purchased 40,000 acres in the San Fernando valley, near Los Angeles city, and out of their private funds spent \$500,000 constructing a 15-mile 200-foot wide parked boulevard, asphalt paved, just to improve and make attractive and salable their 400,000 acres. They have also spent over \$1,000,000 grading and improving all the streets and roads in the tract.

Think of the state of California appropriating at the last legislature over \$30,000,000 to build good roads in the counties of the state!

Remember that the natural roads are firm and passable for heavy traffic 11 months of the year, owing to the soil and lack of rainfall. Then look at the millions of dollars that the people have appropriated to make these naturally good roads scientific modern roads, for the twentieth century automobile travel.

Contrast with this the mud roads of Oregon, impassable for heavy traffic the greater part of the year.

It would be a cheap and good investment, worth millions of dollars to this state, if the Governor would call an extra session of the legislature, at a cost of \$30,000 or \$50,000 to the state, to pass a good roads act and appropriate several millions of dollars to

build good roads. At the same time the legislature might adopt the recent California good roads act, providing for county and state bonds to complete the good roading of all of the roads in the state. "Oh, that might result in a boom, and we Oregonians don't want a boom; we are opposed to booms," I hear someone say. In fact, I see such sentiments expressed in your newspapers and voiced by your public bodies.

Well, that is because you do not know how to handle a boom. Southern California has been boomed to the limit. They have spent millions of dollars booming it all over the world. Southern California and Los Angeles are known in every nation on the earth.

All boom values of the past are realized in actual values in southern California today, and still it goes. It has advanced the development of southern California more than half a century. Why? Because its live, wide-awake people knew how to handle a boom.

They co-operated with all the new comers through the chamber of commerce and showed them how to realize.

A boom is like a high spirited span of a horse. Its uses depends on the driver. If he does not know how to drive, or if he turns it loose and stands by to see it go, it will run away and smash up the outfit in a wreck. In the hands of a competent driver, it is a utilitarian thing of beauty and a joy forever.

A boom in Oregon? Not while you are blanketed with mud roads. Afraid of a boom? That is because you do not know how to handle it. It would pay the citizens of Oregon to employ a half dozen of Los Angeles' best boomers, at a salary of \$10,000 to \$20,000 each, per year, to come up here and start and handle a boom. They are not cheap men. You might not get them at even above salaries. You certainly could not get them, handicapped with your mud roads.

Do you wonder that California has been getting seven out of every ten persons that have come to the Pacific coast in the past, whether tourist or settler?

They all came out on account of the booming. They must have been satisfied with the booming information, for whether settler or tourist, they are all boomers of Los Angeles and southern California. I participated in the booming of Los Angeles from 1868 down to the present and know whereof I write.

SUBSCRIBE FOR THE EXAMINER

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The 1911 E-M-F "30"

By turning out 205 automobiles every working day in the year, in their \$7,000,000.00 plant the E-M-F. Company is enabled to sell and charge on the quantity plan. The car is equal to any make of nearly twice the price, but the turning out of so large a number of machines each day enables them to reduce the price ridiculously low.

DELIVERED TO YOU IN LAKEVIEW FOR \$1250.00

The control is standard; the frame the acme of engineering skill; the lubrication and cooling systems unequalled for simplicity and satisfactory service.

An E-M-F "30" Five passenger, 30 horsepower, 4 cylinder touring car, complete with wind shield, fine Mohair top, Magneto, 5 lamps, tube horn and generator—and guaranteed for one year—\$1250 F. O. B. Lakeview.

HERE IS THE CAR



—AND HERE IS THE GUARANTEE

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Certificate No. MANUFACTURERS OF AUTOMOBILES Motor No.
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GUARANTEE

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Tops and Windshields not guaranteed unless bearing E-M-F Name Plate.

If any part or parts of this car break or prove defective within one year FROM ANY CAUSE WHATSOEVER, and the customer shall forthwith communicate the facts to The E-M-F Company or one of its authorized dealers, giving the number of the car, and the name of the dealer from whom the car was bought, and the date of purchase, and if it shall appear that such breakage was not in fact due to misuse, neglect or accident, The E-M-F Company will furnish such new part either at a branch house, or at its factory in Detroit, Michigan, FREE OF CHARGE TO THE OWNER.

This guarantee does not apply either directly or indirectly to consequential damage of any nature whatsoever, or to the replacement of tires which are guaranteed by the manufacturers thereof.

ATTEST:
ROBERT W. BROWNSON,
Secretary.

THE E-M-F COMPANY,
WALTER E. FLANDERS,
President and General Manager.

GUARANTEE—The E-M-F Company's one-year guarantee which appears in this ad needs no amplification or explanation. It speaks for itself. Every E-M-F car is backed up by a definite promise—the most liberal in motordom. Not only the car but the equipment as well—aside from tires, which are guaranteed by the manufacturers—are included in its provisions. Don't be misled by trickily-worded promises that warrant cars for indefinite periods. Some of these "guarantees," carefully analyzed really mean nothing. The conventional 90-day guarantee is a relic of antiquity—a legacy of the days when the motor car was an experiment, not a standard, staple article. The E-M-F guarantee is a definite promise for a definite period—ONE WHOLE YEAR. Manufacture of a car like this at a figure that makes possible the quoted selling price is the industrial achievement of the age. It is an achievement possible to no other manufacturer of motor cars.

A CAR LOAD OF E-M-F "30" AND FLANDERS "20" TO ARRIVE APRIL FIRST. CALL AND LET US SHOW YOU THE NEW E-M-F "30" FOR 1911.

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