

SPECIAL DRAWING

Government Lands Irrigated Under the Carey Act—Twin Falls Country—Southern Idaho, on Main Line of the Oregon Short Line Railroad—A Fair Proposition, with Approval of State Land Board of Idaho.

Land and perpetual water right \$35.50 and \$20.50 per acre, payable in ten and twelve annual installments. You can register by mail at the office. Small deposit at the time of registration. You pay for no land until you have seen it and are entirely satisfied. Deposit will be returned if you see the land and do not file. You know whether you draw land without the expense of a trip. You will be notified if successful. Drawing and be given 15 days to personally inspect the land. You do not have to cross the land before the drawing. You do not buy a "cat in a bag" project entirely under supervision of the State of Idaho.

CROPS THIS YEAR

Oats, 102 bushels per acre.
Barley, 96 bushels per acre.
Wheat, 74 bushels per acre.
Alfalfa, 7 tons per acre.
You may register any time from October 1st to Oct. 19th. Drawing to be made Oct. 20, 1909, at 10 o'clock a. m., by the Idaho Irrigation Co., Ltd.

For full information and instructions regarding the drawing plan for booklet, write or call on IDAHO IRRIGATION CO., LTD., Sales Dept., Shoshone, Idaho, or R. H. KIPP & CO., 120 Spring St., Seattle, Wash., and 502 First Ave., Spokane.

HIGH SCHOOL OF FARMING.

Model Institution Where Practical Instruction Is Given.

The president of the National Educational association declared in 1905 that the rural high schools ought to cease imitating the urban secondary schools and develop a curriculum of their own—one suited to the needs of a farming neighborhood. Through the encouragement of an act passed to stimulate the growth of high schools in the country districts of Massachusetts the township of Petersham, Mass., has an agricultural high school of precisely this order.

Along with courses in history, language and mathematics are taught, among other things, the wild flowers, birds and animals and their habits; the rocks, including their chemical composition and how they are made over into soil; the kinds of soil, the crops best suited to each and the best methods of cultivating; how to raise the best hop crop and the right sort of culture to be given all the common standard crops; how to raise small fruits and prepare them for market; how to conduct a market garden business, including the care of glass houses; injurious insects and harmful fungi; the principles of forestry and landscape gardening—how to lay out a home; the care of domestic animals, poultry and bees; how to manage a dairy; the use of common tools; the practical management of modern farming and dairy machinery.

The school has a \$20,000 building and ten acres of ground. The curriculum is being closely watched by the neighboring townships, and several similar schools are being planned. If it goes through Massachusetts with the rapidity of most good things we shall speedily have a new chapter in the story of the New England abandoned farms.

State Grange Meetings.

The next meeting of the Pennsylvania state grange will be held at the state college, Pennsylvania, in December.
The New York state grange will hold its annual meeting at Watertown in February next.
The Maine state grange will hold its next annual session at Bangor, Dec. 21-23.
The Michigan state grange meets at Grand Traverse in December.
The West Virginia state grange has selected Elkins as its place of meeting Dec. 2-4.
Ohio state grange will meet in December at Springfield, O.

Slightly Colder With Snow

When you see that kind of a weather forecast you know that rheumatism weather is at hand. Get ready for it now by getting a bottle of Ballard's Snow Liniment. Finest thing made for rheumatism, chilblains, frost bite, sore and stiff joints and muscles, all aches and pains.

25c, 50c, and \$1.00 a bottle. Sold by Jones Drug Co.

KILL THE COUGH AND CURE THE LUNGS

WITH **Dr. King's New Discovery** FOR COUGHS, COLDS, AND ALL THROAT AND LUNG TROUBLES. GUARANTEED SATISFACTORY OR MONEY REFUNDED.

Jones Drug Co., Inc.

Last Titles, Land Office Business and Mining Law a Specialty. Ex-Register U. S. Land Office. Phone Main 710.

ROBERT A. MILLER, ATTORNEY AT LAW

213 Worcester Bldg. PORTLAND, ORE.

Electric Bitters

Succeed when everything else fails. In nervous prostration and female weaknesses they are the supreme remedy, as thousands have testified. FOR KIDNEY, LIVER AND STOMACH TROUBLE it is the best medicine ever sold over a druggist's counter.

JONES DRUG CO., INC.

CUPID'S STRONG ALLY

Unique Society That Is Booming Matrimony In Iowa.

AIMS TO DISCOURAGE DIVORCE

Des Moines Organization, Now State Wide, to Show Old Maids and Bachelors People Are Happier Married Than Single—Embarrassing Questions Are Asked.

To encourage marriage and to discourage divorces a number of young married couples of Des Moines recently formed an organization known as the Waka Pook Kuwai, Japanese words which in English mean "Young Married People's society." The organization followed a sermon by the Rev. A. C. Hagerman of the First Methodist church of Des Moines, who spoke on the divorce evil. It was then some of the more practical minded men of the audience determined to take this step. C. I. Huffman, a prominent young business man of Des Moines, was instrumental in securing new members and in making the organization a success. The society has proved a winner in the catching of old maids and bachelors. The object of the young married people is to be happy. If they are not really happy they are to appear happy. In this way they expect to show the bachelor who boasts he would rather be home reading his sporting paper than the center of a bunch of howling kids that he is entirely mistaken and that, after all, married life is the only happy one.

Informal Parties Arranged.

The society's members make it a special point to tell all of their old bachelor and old maid friends what a splendid time they enjoyed when they assembled to spend the evening at the home of one of their members. The parties arranged are very informal. The men are expected to take their wives and gather up the kids, if they be so fortunate, and to make their way to the scene of the evening's reception. If the husbands neglect to bring the children a fine is imposed, which is sent to the treasurer, who deposits the same in the general treasury. At the beginning it was decided to admit only married couples who lived in Des Moines, but the success of the new organization attracted the attention of outsiders, and it was decided to admit all married people provided they had not been married over ten years. At present similar organizations have been planned and are in force all over the state of Iowa. All report splendid progress, and it is predicted the little society organized in Des Moines will soon be a national affair.

"You may not believe it, but we have succeeded in roping in quite a few old maids and bachelors of the most pronounced type," explained Mr. Huffman, the founder of the unique organization. "You know these old maids and bachelors can't resist the temptation when they see us and learn how we got on. Consequently they easily fall victims to Cupid's darts, and some day we read where and how they were married."

"Is Your Wife the Boss?"

"When we have a prospective member we embarrass him with such questions as these: Number of children? Do you roost supreme in your home, hold, or is your wife the boss? If you do not rule your household, who does? Are your domestic relations pleasant? If not, why not? Do you know anybody else who should become a member of the Waka Pook Kuwai?" Like all societies, this one has its committees. The most important committee is one on matrimony, although the members of the domestic trouble committee dispute this statement. The two committees on matrimonial encouragement and divorce prevention have their hands full. The regular meetings are held the last Monday in each month. Often and whenever a new member is initiated he is forced to read a paper on some ridiculous question—"How to Prevent Babies From Crying When You Have Company For Dinner" or "How to Train Your Husband to Care For Baby When Shopping."—Omaha (Neb.) World-Herald.

MONSTER CHEESE.

Largest Ever Made in the Mohawk Valley Weighed 1,950 Pounds.

The largest cheese ever manufactured in the Mohawk valley, in New York state, was recently shipped to a Chicago firm by a Utica cold storage company. The cheese was built in the usual shape, but it measured 32 inches high, 45 inches in diameter, contained 41,728 cubic inches and weighed 1,950 pounds. It took about ten tons of milk to produce it, and it was pressed into shape by a specially constructed press in a Louisville cheese factory, where it was bought by the Chicago firm through the cold storage company. The company has shipped quite a number of cheeses weighing as much as 1,200 pounds, but this was the largest one it ever tackled. It has a tank which is large enough to paraffin a half-ton cheese, but the monster cheese was paraffined outside the tank by carefully pouring the molten liquid over it. After the air tight liquid had cooled the cheese was incased in a sheet iron covering.

Hoping For the Best.

Even when a man hopes for the best he begins to wish he had hoped for something better.—New York Times.

DYSPEPSIA

Every sufferer should have copy of my little book, "How I Cured My Dyspepsia," a true account of a complete cure of a case of 20 years' standing, which had finally culminated in a severe attack of diabetes. An entirely new system. No drugs. No special foods. I have nothing to sell you but this book; it explains all. Price \$1.00. There is no further expense. W. A. Grantham, Box 171, Leets, Ore.

TO PREVENT WASTE.

Railroads to Participate In National Conservation Movement.

ADVICE SOUGHT FOR BY THEM

Joint Committee to Give Them Suggestions as to Practical Method of Putting Policies Into Effect—Enormous Consumption of Steel and Timber by Railways.

A plan by which the railroads are to take part in the conservation movement is announced as the outgrowth of conferences and correspondence between representatives of the carriers and the joint committee on conservation. Preliminary negotiations on the part of the railroads have been conducted by representatives of the American Railway Engineering and Maintenance of Way association. Attention was also given to the subject of conservation at the recent meeting of the American Railway Master Mechanics' association at Atlantic City, N. J. The great quantities of timber, iron and coal used by the transportation lines are the bond of interest between them and the conservationists.

The plan as outlined provides for a systematic arrangement by which the committee on conservation is to give the railroads suggestions as to the most practical method of putting conservation policies into effect. The railway men agree to carry out these suggestions. The conservation authorities have submitted a plan which is now in the hands of A. S. Baldwin, chief engineer of the Illinois Central railroad, who in a letter to the conservation committee says:

On account of the wide areas traversed by the railroads and the great consumption of iron and steel, fuel, and their enormous use of iron and steel products, it is believed that the most effective assistance of the American Railway Engineering and Maintenance of Way association can be in directing the attention of railroad officials to the excessive waste in the present methods of production of timber and fuel and the great importance of introducing economies in their use and consumption, also to the importance of economizing in the use of iron and steel products and the possibilities of preservation by protective coatings and otherwise.

With this end in view the railroad conservation committee has asked for specific suggestions as to the best methods that should be used by railroads in the prevention and control of forest fires. The conservation committee has presented an outline for this work and with it a statement showing the enormous loss of lumber through forest fires every year.

The conservation committee of the railroad association has also asked for advice as to how a reduction in railroad expenses may be brought about by the use of treated ties and for suggestions as to the importance of encouraging in the coal territory served by them the use of byproduct ovens. Railroad representatives also want to know what useful varieties of trees can be grown to advantage in each state or group of states, and they ask for information as to how they should be planted. They say there is scarcely a railroad in the United States that has not some spare pieces of land that might be profitably planted in trees if the railroad officials knew what trees were best suited to the particular locality.

This information has been furnished. The railroad association, through its conservation committee, has likewise inquired as to the extent of saving in timber through the use of saved instead of hewed ties. Inquiries as to the prolongation of life of the steel and iron used in bridges and other constructions have also been made. All these inquiries the committee on conservation has undertaken to answer, and it will be a matter of only a short time until the suggestions are in the hands of the chief engineers of all the great railroads in the United States.

The conservation committee of the railroad association says it will "place itself at the service of the joint committee on conservation in endeavoring to get from the railroads such definite data as to the consumption of ties and timber and fuel as may be desired" and that it "is prepared to investigate and report as may be desired by the joint committee on conservation as to the possibility of substitution of other materials for ties and timber." This offer is regarded by the joint committee as one of great importance.

On account of the magnitude of the plan it is probable that all of the forty state conservation commissions appointed by the governors will be asked to join in helping carry it out. "The committee will be glad," Mr. Baldwin of the railroad association says, "to co-operate with any of the national or state organizations in its efforts to obtain this information or further the work of the commission in any way in its power that may be outlined by the joint committee on conservation and holds itself at the committee's disposal until further instructed."—Special Washington Cor. New York Post.

Coming Home.

They have calmly chewed their cud through the burning summer day. Now they turn into the line. In the twilight soft and gray. We can hear their tinkling bells As the dusky path they roam. And a sense of peace descends When the cows come home.

They have "chewed the cud" for months through the torrid summer heat. And our business has stood back. While they made their job complete. When we hear the engine bells As they journey in the gloam. What a peace will fall on us When the congress comes home!—McLanburgh Wilson in New York Sun.

Notice of Final Settlement

Notice is hereby given that the estate of Charles E. Midland, deceased, has filed his final report as such administrator in the county court of Clatsop County, Oregon, and Court has set Monday, the 25th day of October, 1909, at the hour of 10 o'clock a. m., as the time for hearing of objections to said report and the settlement thereof.

SAMUEL L. STEVENS, Administrator of the Estate of Charles E. Midland, deceased. Dated September 24, 1909.

"THE WASPS OF WAR"

French Military Official's Characterization of Aeroplanes.

HOW ARMY MEN REGARD THEM

Colonel H. O. S. Heistand Points Out Value of Wright and Blériot Machines if Used in Swarms—Valuable Adjunct to Troops in Many Ways.

Warlike efficiency of the aeroplane is at the moment a much discussed subject among army men. It is admitted by many that the possibilities in aerial warfare have yet to be developed, but recent achievements by Louis Blériot and Orville Wright have given rise to considerable speculation. There are apparently few officers who are prepared to assert that modern warfare would be revolutionized by the introduction of a fleet of Blériot monoplanes or Wright biplanes. But there are many who go so far as to say that such a fleet would be of value to any army.

Speaking of Blériot's flight across the English channel, General Brun, the new French minister of war, recently characterized the aeroplane as "the wasp of war." "As soon as it is perfect," he declared, "the French army will be provided with a swarm of these wasps." The figure, according to officers of the regular United States army, was well chosen. It illustrates, they say, exactly what the mode of aerial warfare is likely to be.

There is plainly less skepticism among army men concerning air craft than formerly. Many have come to the conclusion that it is high time to consider seriously the adaptability of aeroplanes to military purposes. It is the signal corps, of course, that has taken hold of the matter officially, but interest has spread to every branch of the service.

Colonel Heistand a Believer. It is the opinion of Colonel H. O. S. Heistand, adjutant general of the department of the east, that the aeroplane will play an important part in the warfare of the future. "I am not an expert," he said the other day—"in fact, I have never seen an aeroplane in a real test. Nevertheless I am convinced that our government ought to be liberal in its appropriations for aeroplanes. There is no doubt that the aeroplane, even in its present stage of development, would be of service in time of war."

"I think that comparison of an aeroplane to a wasp is a good one. It suggests what could be done with a fleet of these craft. For purposes of reconnoitering and scout work a single aeroplane would have its place, but with a whole fleet of them an army would be able to do considerable damage."

Imagine, for example, what might be done if they were to be employed in an attack on New York city, or any city, for that matter. With one aeroplane going at the rate of forty miles an hour it would be difficult to do much harm in the way of dropping explosives or inflammable materials down upon our heads, but with a fleet of them it would be different. It would then be the same as a volley fired by a troop of soldiers. Some of the shots would be almost sure to take effect.

An Attack by Sea.

"Now, suppose a fleet of warships, preparing an attack on New York harbor, came equipped with a lot of these wasps, as they have been called. While still out of range of the harbor guns they could launch their aeroplanes and keep them hovering over our fortifications, with more than an even chance of doing us considerable damage. Anyway, they would make things uncomfortable for the noncombatants of the city. As for the fortifications, the fleet might succeed in dropping explosives so as to strike our magazines and storehouses, and you can readily imagine what that would mean."

"All this would be accomplished more easily with aeroplanes of the Wright or Blériot type than with dirigibles, because they would furnish less of a target for our guns. Besides, they are safer. A dirigible is always in danger of a spark from its own motor, which would be sufficient to explode the gas that supports it."

Harassed by a Torpedo Boat. "Not long ago I took part in some maneuvers and was delegated to the army of defense. Every night the attacking fleet had a way of sending out one of those little torpedo boats, which would come sneaking in close to shore and give us all a scare. It became necessary to call out the garrison at all hours just because of that one torpedo boat, and you can see that after a few days the army of defense was in sore need of a good night's rest. The men had been kept on the qui vive almost constantly, while the attacking force was slumbering soundly well out of our reach."

"That is the sort of tactics, it seems to me, that aeroplanes would be able to carry out effectively. They could worry a whole army, if they did nothing else. It would be a sort of hit and run game. They would be like so many wasps about a man's head."

"If they wanted to, they could disregard the rules of warfare and destroy a city without warning. And there is not much doubt in my mind that the rules would be disregarded by the average army if the destruction of a certain city seemed advisable. The officer in command would no doubt find a good military reason for it."—New York Post.

The Bridge Hotel

Regular Meals, - - 25c

Coffee and Doughnuts - 10c

Sandwich and Coffee - 10c

Soup - - - - 10c

Mrs. Keiffer, - Prop.

MARKET REPORT

Embracing Portland, Seattle and the Local Markets.

WHOLESALE QUOTATIONS.

Vegetables, Fruits, Etc.
Green Onions—40c doz. bunches.
7 onions—75c doz. rate.
Cucumbers—10c doz. down.
Watermelons—1 cent per pound.
Cantaloupes—45c to 60c per doz.
Potatoes—\$80c per cwt.
Oregon Onions—\$1.00.

Butter and Eggs.

BUTTER—Ranch, 50c to 60c. Creamery, 65c roll.
EGGS—28c dozen.
HONEY—12 1/2c frame.
HONEY—Strained, 7c to 8c lb.
HONEY—White, in frames, 13c ea.

Dried Fruits.

DRIED APPLES—Quartered, sun dried, 7c; evaporated, 7c; prunes, 4c @ 5c per lb.

Grain, Flour and Feed.

WHEAT—90c per bushel.
OATS—No. 1 white \$25.50 per ton. Gray oats, \$23.00.
FLOUR—Pat. hard wheat, \$6.25; valley flour, \$5.50; Graham, \$5.60, whole wheat, \$5.85.
MILLSTUFFS—Bran \$28; middlings, \$35.00; shorts, \$39.50 hay \$13 to \$18.
HAY—Valley timothy No. 1, \$16.00 per ton; wheat, \$14.00; clover, \$12.

Live Stock.

STEERS—\$3.75 to \$4.00.
HEIFERS—\$30.00 to \$32.50.
COWS—\$3.50.
MUTTON—\$2.00 to \$3.00.

Poultry.

OLD HENS—11 cents per pound; young roosters, 11c; old roosters, 9c; chickens (fry) 12 1/2c.

DUCKS—7c.

Dressed Meats.

FRESH MEAT—Hogs 9 and 9 1/2c per lb.; veal 7 to 8c; mutton 6 1/2c to 7c; lamb, spring, 10c lb.

For Chapped Skin

Chapped skin whether on the hands or face may be cured in one night by applying Chamberlain's Salve. It is also unequalled for sore nipples, burns and scalds.

For Sale by Jones Drug Co.

Parkplace Letter List

Advertised letters at Parkplace Post-office: Miss Ruth Nibbin, Mr. Zimmerman, Miss Bertha Jones, Cards: Miss Bertha Jones, Hester Smith, Mr. Fred E. Smith, Miss Bertha Jones.

STOP GRAY HAIR

With Mrs. NETTIE HARRISON'S 4-DAY HAIR COLOR. It is the only entirely successful and satisfactory preparation for the purpose. Simple - Harmless - Certain. Sold for 20 years, and its friends are legion. It never fails. Price \$1.00. At all druggists and at HUNTLEY BROS. CO. Oregon City, Oregon

J. E. HEDGES

Attorney-at-Law

Weinhard Building, Oregon City

Portland Railway, Light and Power Company

O. W. P. DIVISION

TIME TABLE

Between Portland and Oregon City

Leave	Arrive	Leave	Arrive
Portland	Oregon City	Oregon City	Portland
1:40	5:27	5:40	5:45
6:30	7:22	7:30	6:28
7:00	7:52	8:00	6:57
7:30	8:22	8:30	7:27
8:00	8:52	9:00	8:07
8:30	9:22	9:30	8:37
9:00	9:52	10:00	9:07
9:30	10:22	10:30	9:37
10:00	10:52	11:00	10:07
10:30	11:22	11:30	10:37
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8:30	9:22	9:30	8:37
9:00	9:52	10:00	9:07
9:30	10:22	10:30	9:37
10:00	10:52	11:00	10:07
11:00	11:52	12:00	11:07
12:00	12:46	12:50	11:57
			12:50 12:55

* To Milwaukie only.

Trains for Fairview, Troutdale, Gresham, Boring, Eagle Creek, Estacada and Canandaigua and intermediate points.

7:15, 8:02, 9:05, 10:05, 1:05, 3:05, 4:05, 5:05, 6:05, 7:05, 8:05, 9:15.

* For Gresham.

Trains for Fairview and Troutdale.

NOTE:—Cars leave East Water and Morrison streets 5 minutes later than scheduled from First and Alder Sts.

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Chapman and Alder Streets PORTLAND

Wagons and Buggies

330 E. Morrison Street PORTLAND

WHITE'S Cream Vermifuge

THE GUARANTEED WORM REMEDY

THE CHILDREN'S FAVORITE TONIC.

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