# TALKED OF FRUITS

## Annual Convention of Northwest Fruitgrowers.

### IS IRRIGATION OF LAND A HELP?

**It Keeps Roots at the Surface Instead of Sending Them Down for Moisture—Legislatures Asked to Urge Congress to Act.**

The Northwest Fruitgrowers' Association met in annual convention at the A. O. U. W. Temple, in Portland, yesterday. More than 200 persons were present at the sessions and much interest was taken in the proceedings. There is a fine display of fruit at one end of the convention hall. The meeting will continue through today and close tomorrow forenon. The public is cordially invited to attend and participate in the discussions. The evening sessions are planned more for popular entertainment than for the serious business of the association.

Last evening was devoted to the social formalities of welcoming the visitors to Portland. Mayor Rowe delivered the address of welcome, and Dr. N. G. Blalock, president of the association, responded. The Wilder Harp and String Quartet was on the programme for three classical selections, which it rendered so admirably that it had to respond to enthusiastic encores. Mrs. Walter Reed sang Nesler's Song, "It Was Not So to Be," with capital effect, and in response to the encore sang "Angelus."

Dr. J. R. Cardwell, one of the pioneer fruitgrowers of Portland, read an interesting paper, entitled, "A Dear School," reciting some of his experiences in the fruit business, more particularly in raising prunes. He went back to August, 1852, when the first peach plums came into the Portland market, and recounted several features of the development of the fruitgrowing industry in Oregon, the mistakes that had been made and the successes achieved. Oregon growers had to learn in the dear school of experience.

**Opening of the Convention.**

The first business session of the fruitgrowers yesterday morning was opened with prayer by Rev. A. A. Morrison, of Trinity Church. President Blalock, of Walla Walla; E. L. Smith, of Hood River, F. L. Wheeler, of North Yakima, and L. A. Porter, of Lewiston, made short verbal reports of the fruit prospects in their respective sections, all being favorable. Mr. Anderson, of the British Columbia Department of Agriculture, spoke in favor of getting a common basis upon which the fruit interests of the states and the provinces might meet. Professor Milliken, of the Idaho Horticultural Association, spoke of the physical character of his state and its effect on the fruitgrowing industry. He said the crop of last year was the heaviest ever produced there and that much fruit went to waste because of poor facilities for getting it to market. The problem there is, he said, how to get rid of the fruit.

Upon reassembling in the afternoon the association adopted the following memorial to the Legislature:

To the Honorable Legislative Assembly of Oregon: Your memorialists, the Northwestern Fruitgrowers' Association, composed of representative fruitgrowers of the States of Oregon, Washington, Idaho, Montana and the Province of British Columbia, in convention assembled at the City of Portland, Or., do hereby earnestly but respectfully petition our respective Legislatures to make adequate appropriation for the representation of the products of the territory embraced in this association at the Pan-American Exposition at Buffalo, N. Y.

**Random Thoughts on the Apple.**

E. L. Smith, of Hood River, presented a paper on the apple, in which, among other things, he said:

"As far as can be ascertained, from data at hand, the commercial apple orchards of Oregon comprise 16,500 acres. It is also a conservative estimate to place the value of these orchards at $1,650,000, an average of $100 per acre.

"A partial examination of these orchards discloses the fact that many of them have been planted in soil unsuited for their growth, either too wet, too arid or too shallow. The apple delights in a strong, deep, well-drained loam, and I hazard an estimate that our apple orchards would be worth 10 per cent more than the foregoing valuation if they had all been planted in proper soil and situation.

"Again, I found many orchards with trees set too closely, one at 10, and many at 16 to 20 feet apart. In such orchards the elements of plant growth are soon exhausted, and early mortality is the result. I again record a guess that the apple orchards of our state would have had an increased valuation of 20 per cent if all the trees had been planted not less than 30 feet apart, with possible exceptions in hot and arid districts.

"And yet another trouble. The varieties we grow are indeed many, and at a local fruit fair I have counted over 120 kinds. We raise too many early apples that cannot be forced upon the markets, and too many varieties that are unknown to the consumers of apples, and too limited quantities of those of recognized merit; and as I am in the guessing line I venture a third estimate, that our orchards would have had an increased value of 20 per cent if not one of them contained more than half a dozen varieties, and those such as experience had proved best adapted to each particular locality.

"There are other considerable percentages of loss resulting from bad pruning, indifferent cultivation, etc., which I cannot tarry to consider. To recapitulate we have:

| | Pr. Ct. |
|---|---|
| Loss from unsuitable conditions of locality | 10 |
| Loss from setting trees too closely | 20 |
| Loss from planting too many varieties | 20 |
| Total | 50 |

"In other words, I believe that the individuals and the state would have been $825,000 better off if our apple orchards had all been planted in proper locations, trees farther apart, and with a less number of varieties and those of standard kinds.

"I have before me a list of more than 200 varieties of apples, selected by G. W. Bracket, pomologist, Department of Agriculture, revised by a committee of veteran pomologists of the American Pomological Society, and recommended for cultivation.

"I have copied from this list, thinking it may be of interest, the names of those varieties that do not fall below eight as to quality in scale of 10. They are as follows, rating eight to nine: Benoni, Early Joe, Jeffris, Northern Spy, Red Canada, Tompkins King, Bethel, Fall Wine, Jonathan, Pomme Gris, Roman Stem, White Pearmain, American Golden Russet, Famuse, Mother, Porter, Stayman Winesap, Yellow Bellflower and Gravenstein.

"Varieties of highest quality, rating 9 to 10, are few in number. They are: Primate, 9; Dyer 9 to 10; Esopus, 10; Grimes Golden, 9 to 10; Summer Pearmain, 9 to 10; Yellow Newtown, 10.

"If I were to select for my own locality four of the above varieties, I should not hesitate to name Yellow Newtown, Esopus, Jonathan and Gravenstein; but these kinds are not the best for the cool, moist climate of other portions of our state, and I again emphasize the point that in selecting your trees you must take into consideration their adaptation to your climatic and local conditions of soil, temperature and moisture.

"Having selected your trees, planted and cultivated them to maturity, there may be disappointment yet in store for you on account of their variableness.

"Our orchards also vary in a yet more marked degree, and from quite a different cause, namely, the variableness of the owners.

"Adaptation of soil is scarcely of more importance than adaptation of the fruitgrower to his chosen pursuit. Fruitgrowing in Oregon, unlike that of 20 years ago, has become a scientific profession, and the novice who engages in it without qualification seldom overtakes the rainbow of his expectations. There is another element at times sadly lacking in this noble industry—that of conscience. We need more conscience in the nursery, in order that the fruit of trees labeled late Winter may not decline to remain with us later than August or September. We need more conscience in the packing-house, where we shall cease to cover our lower grades with a veneering of No. 1, and we need somehow to overcome that fatality of the salesroom, which so frequently reports consignments in bad order, and the markets glutted.

"The apple has been well called the king fruit of the temperate zone. Evolved from the humble crab, it may not yet have attained its greatest excellence, and though beset with numberless enemies, the intelligence of man shall overcome them. The apple consumers of the world are rapidly increasing through improved facilities of transportation, and markets hitherto unknown opening up to us on every hand. Fellow horticulturists, let us go in and occupy the land."

Mr. Smith's paper aroused considerable discussion, particularly as to the varieties of apples to be raised.

**Irrigation of Land.**

Professor H. E. Van Deman talked on "Horticultural Thoughts." He was formerly pomologist of the Department of Agriculture, and is now in charge of the pomological department of the Pan-American Exposition at Buffalo. He talked chiefly about irrigation, taking the ground that it is not advisable to employ it in orchards. Irrigation waters the surface of the grounds, and the roots of the trees climb toward the surface for their moisture, instead of going down into the earth as they ought, he said.

F. L. Wheeler, of North Yakima, discussed the question of growing clover or alfalfa in orchards. His conclusion was that clean cultivation was better for the fruit, keeping the surface soil worked up fine all the time. Pears and cherries might stand cover crops, but clean cultivation was deemed best for other fruits.

E. N. Morgan, in discussing this question, took the ground that when the soil was stirred deep, so the air could get through it, it carried moisture to the roots of plants, and that, therefore, deep cultivation was advisable. Professor Van Deman, however, said that it had been clearly established that there is practically no precipitation in the soil from the atmosphere, as from dew or fog. He also said deep cultivation after plants had thrown out roots tended to destroy the roots and thus weaken the plants or trees.

A communication was received from the Idaho State Horticultural Society asking for the appointment of a joint committee for the discussion of the fruit conditions in the Northwest, including methods of marketing and how to maintain prices. The matter was referred to a committee consisting of the vice-presidents representing Oregon, Washington, Idaho, Montana and British Columbia.

The Legislature was asked to urge Congress to pass the bill now before that body to provide against the further introduction of insect pests and plant diseases into this country in imported fruit and nursery stock. The law asked for is said to be similar to those now in effect in many foreign countries.

**Today's Programme.**

Following is the programme for today:

9:30 A. M.

Call to order—President N. G. Blalock.
Prayer—Rev. Alexander Blackburn.
Reports.
Communications.
Selection of place of meeting.
Election of officers.
"The Relation of the Experiment Station to the Fruit Industry," Professor E. A. Bryans.
Discussion.

1:30 P. M.

Railroad session.
Address by S. L. Moore, general freight agent N. P. R. R., St. Paul.
Addresses by R. P. Ober, C. C. Emerson and other officials, commission merchants, etc.
"Markets for Agricultural Products," Benton Killin.
Discussion.

8 P. M.

"Il Trovatore" (Fantasie, Verdi), Spanish Students' quartet.
"The Importance of Horticultural Inspection," Professor A. B. Cordley.
Intermezzo, "Cavalleria Rusticana."

# DAUGHTERS OF REVOLUTION

**Three Candidates for Mrs. Manning's Place.**

NEW YORK, Feb. 5.—A special to the Times from Washington says:

There are signs that the continental congress of the Daughters of the American Revolution will be agitated by politics at the meeting of February 22 and the following days.

Mrs. Daniel Manning, the president-general, is ineligible for re-election. There are at least three candidates, and the friends of Mrs. Manning state them in this order: Mrs. Fairbanks, wife of the Senator from Indiana; Mrs. Donald McLean, of New York, and Mrs. Roebeling, of New Jersey.

Mrs. McLean was a candidate for election in the contest out of which Mrs. Manning came victorious, the preference for Mrs. Manning being the result, apparently, of a sudden pooling of issues between the Southern delegates, who were for somebody else, and the New York delegates, who were not for Mrs. McLean. Unless some of the candidates spoke hastily, there were some women in the last congress who were not honest politicians, as they did not stick to their promises.

Mrs. Manning is spoken of as having a well-indicated preference. At all events, she has been quoted as saying:

"I hope the coming congress will be a dignified and successful one. I hope that all matters of business can be accomplished without friction. While it will not do for me to advocate any one as a candidate, I will say that the fundamental principles of the association favor the election of a National woman for the position, and it will be advisable to have as president-general a woman of as much National position as possible."

The comment upon this is that "undoubtedly Mrs. Fairbanks will be president-general."

**Suicide of a Legation Secretary.**

WASHINGTON, Feb. 5.—A cablegram from United States Minister Hunter, at Guatemala City, states that Sydney B. Everett, secretary and charge d'affaires of the United States Legation there, committed suicide yesterday by shooting himself in the mouth. He had suffered a long illness, and it is said the act was committed during a temporary aberration of mind.

Mr. Everett was appointed from Massachusetts, being a son of an ex-chief of the diplomatic bureau of the State Department. He was appointed to the Consular service as Consul to Batavia in May, 1897, and was appointed to Guatemala City June 19 last. His parents are residents of Washington.

Do not purge or weaken the bowels, but act specially on the liver and bile. A perfect liver corrector. Carter's Little Liver Pills.

# MISS VAN VLEET'S TRIAL

**TEACHER TESTIFIES IN HER OWN BEHALF.**

**She Could Not Agree With the Principal as to Extent of Her Pupil's Disobedience.**

The continuation of the trial of Miss Edith Van Vleet for insubordination yesterday afternoon did not partake so much of the sensational as on Saturday, as all the boys and girls were excluded from the room, and better order prevailed. The case will probably be concluded tomorrow afternoon, as it is the desire of the Board of Education to receive only testimony bearing directly on the case.

Miss Van Vleet was on the witness stand for some time yesterday, and her testimony went to show that the boy, Raymond Pease, had given her more or less trouble during the five terms in which he was her pupil. She said he had been disrespectful, disobedient, and was known as a leader by three or four other unruly boys. His offenses consisted of pushing other children who were within his reach, whispering, talking across the room in school hours, and once he threw a peanut at her. She said she had complained to the principal, C. M. Kiggins, about the boy, and he advised her to detain him half an hour after school for a certain period. The boy, however, had persisted in his disrespectful behavior, not in words, but in looks, and once she sent him out into the hall while she had some work to do after school hours, as his presence was annoying to her.

The prosecution, however, charges Miss Van Vleet with having overlooked Raymond when his time came for reciting in his class, and this she did not deny, though she seemed unable to satisfy the board in giving her reasons therefor. She had also neglected to make out Raymond's monthly card in the usual manner, and this, she said, was omitted in order to bring the attention of Raymond's parents to his lack of deportment.

Principal Kiggins was called to the stand after the cross-examination of Miss Van Vleet was concluded, and he said he had been "ordered" by Miss Van Vleet to suspend the boy. He had not been informed of any unusual bad conduct on the part of the lad, and thought a half hour's detention would be punishment enough.

Mrs. Pease, mother of Raymond, was called, and made a statement that her son had been ignored in the school recitations by Miss Van Vleet, and that she had called at the Holladay school to see about it; that Miss Van Vleet had acknowledged that she had neglected the boy purposely. Mrs. Pease said she had asked the principal to correct the lad by corporal punishment, if necessary, but she would not tolerate his suspension from school, as had been threatened.

The substance of the evidence yesterday went to show that Principal Kiggins and Miss Van Vleet had not agreed for some time, on the methods that should be adopted in governing several unruly lads in her room, and these little fellows were sharp enough to see how matters stood and they took advantage of the lack of harmony between principal and teacher. The evidence did not disclose any very unusual misconduct on the part of the boys, but enough rein had been secured by them to interfere with the progress of the class. A "Good Behavior Club" had been organized by the boys in the room, the object of which was "work in school and fun out of school hours." Miss Van Vleet had nothing to do with the organization, more than to give her tacit consent to the proceeding.

All the parties to the trial are of the most respectable class and each witness evidently tried to be truthful, so there was very little conflict of evidence. The difference seemed to lie in opinions as to the methods adopted. Miss Van Vleet was represented by counsel in the persons of Judge Northup and Newton McCoy, while City Superintendent Rigler did the cross-examination, in order to bring out all the facts. Director Williams acted as chairman of the board and cut off all matter which he did not consider germane to the case. Director Wittenberg wanted to be excused from bearing testimony, as he had visited the Holladay school in company with Professor Rigler and knew all about the case, but Chairman Williams decided that a full board would be necessary. The case may go before the County Superintendent and then on up to the State Superintendent, should either party be dissatisfied with the board's decision.

**Chicago Building Trades Strike.**

CHICAGO, Feb. 5.—Today is the anniversary of the calling of the big strike in the Chicago building trades, and the trouble is not settled. It has been one of the most remarkable struggles in the annals of labor. The great interests and large number of men involved and the fact that nearly the entire building operations of so large a city were kept at a standstill for a year, show the magnitude of the strike. The terrorizing of the city by riots and assaults for a time was another feature which has left a vivid impression.

It is believed by contractors, architects and others that, although final settlement agreements have not been reached with a number of trades, the blight of the past year will be raised at the opening of the coming building season.

ON TRIAL FOR INSUBORDINATION.

MISS EDITH VAN VLEET, TEACHER OF HOLLADAY SCHOOL.

## SHORT-SIGHTED POLICY.

**Astoria Boycott Club Injures the City.**

BAKER CITY, Feb. 4.—(To the Editor.)—"Where are we at?" will soon be the question for discussion by the Astoria-Push (Boycott) Club. Instead of trying to hold up the business of its own community in a senseless effort to force its merchants into an unwise commercial position, and the establishment of a dangerous precedent for its laboring classes, that society may soon have to look for a way out of the pit it dug for others, and into which it has itself fallen. If the signs of the times mean anything, there is danger ahead for Astoria, which even its fine harbor cannot avert.

Since the withdrawal of the personal aid to the Astoria road of C. P. Huntington, by that gentleman's death, the absorption of the Southern Pacific by the Union Pacific, or the Harriman syndicate; with the O. R. & N. on the north of Astoria, with its new interests at Ilwaco; with the Short Line to the east of it, and with the rapid development of the Inland Empire by the building of several new railroads already under way and projected for this season, and the improvement of its mining, agricultural, stock and lumbering resources under the broad policy of the home railroad and hearty cooperation of the people and the Government, who shall say where the narrow-minded spirit of Astoria may land that beautiful city by the sea? It is broadly stated in the papers that O. R. & N. steamers on the Ilwaco-Portland run will not stop this season at Astoria, and it has been hinted by one in a position to know, that orders will soon be given to cease docking the San Francisco steamers at Astoria. Much time will thus be saved and other business interests better served.

Another factor has entered into the Astoria question that may become a very important one. It has been understood for some time past that it was the intention of the Astoria & Columbia River Railroad to extend its line from Seaside to the Nehalem to tap the rich timber and coal lands of that section and make them tributary to Astoria. It did not do it. Now, a road is partly constructed from Goble into the Nehalem, which its projectors say will be completed to Tillamook. The Northern Pacific, Astoria's friend and orator, has announced that it will at once build a branch from Scappoose to Tillamook, and Portland capitalists have organized a company to build a line of road direct from Portland to Tillamook. It is not improbable that all three of these lines will be constructed, to the great loss of Astoria, which might have controlled this business. Had Astoria two years ago extended her railroad and built the large export sawmill (promised now to be built this year, but which seems to be stalled by a controversy over a site for it), Astoria by this time would have had all the shipping she could take care of. Had the Push (Boycott) Club devoted one-half the time and energy it has given to the pulling down of Portland's business and the enforcement of an unjust demand of the O. R. & N., its town lots, high as they are, and its boom water frontage would today have a market.

What is it Astoria wants? A green-cheese moon, or is it a town lot boom? From the latest information at hand I gather that her pathetic appeals to the interior are for aid to force the O. R. & N. to load the grain of Eastern Oregon and Washington in the ships that call for it in the Columbia River at Astoria, instead of at Portland, at an annual cost to that company of $500,000, and consequent benefit to Hammond's road, and with no benefit to the producer, and to apply the Portland rate on lumber to the East to the Astoria mills, on the ground that it has extended that rate to the Sound.

The wheat question has been discussed "up the middle and down again" until there is nothing more to be said. It can be dismissed with the simple statement, based on well-known business principles, that if ships preferred to load at Astoria and would make the less charter rates there it is claimed they would make, nothing could prevent the Astoria docks from doing the business. Why does not the Push (Boycott) Club of Astoria, or some of its members, come up here, buy some wheat, charter a few vessels at the reduced rates, load them and make the profits, not forgetting to remit a share to the farmer of the interior? It is the local wheat-buyer and shipper who makes the profit, and he is the only one who can divide with the producer. He charters his vessels a year in advance, and before the crop to be shipped has been planted. Show him where he can make one or two cents per bushel, and he will not be slow to take advantage of it. While they are about it, why does not the Astoria club take some further measures for the assurance of a more speedy deepening of the bar at the mouth of the Columbia? The people here are doing all they can for the improvement of the channel of the river, for they know that the further interior rail can meet ocean-carriers, under ordinary conditions, the cheaper the rail rate and the greater the price for products to the producer, but it is safe to pledge the co-operation of the Inland Empire with Astoria for a 40-foot channel over the bar of the Columbia, as that would mean larger and speedier vessels for the carrying of our products from the port of the Columbia.

The Government has done much for the Columbia, and will do more with the efforts of intelligent Senators and Representatives in Congress. "The greatest good for the greatest number" is a maxim that will benefit Astoria as well as the Inland Empire. We are raising wheat, cattle and sheep, fruit, hay and vegetables and mining gold, silver, copper and lead, and are looking for the nearest markets and the best prices. I am convinced that the people here would be glad to aid Astoria even in fields not her own. If some kind shipowner would only guarantee that, regardless of markets, he would charge 5 shillings less to carry grain from Astoria to Europe than he would to carry it from Portland, and that a little part of that difference would be added to the farm price of the product, and not go to the profit and loss account of the wheat-buyer and shipper, I believe there would be no dissenting voice against the "plugging up" of the Columbia River and giving undisputed sway to the railroads. I am credibly informed that there was a time, not so very long ago, when the new Astoria road was given an opportunity to share in the wheat business and handle a certain class of the tonnage—all that Astoria was entitled to, and all that the economic conditions of the situation would justify—and all that she could possibly expect to handle from the interior off the lines of the O. R. & N., Southern Pacific and Northern Pacific; but the Astoria road declined and commenced cutting freight and passenger rates on the Lower Columbia, because it could not hang up the whole hog in its own smokehouse, with the result that it is now cheaper for Astorians to pay their fare to Portland and do their trading there, instead of patronizing their own stores.

As to the rates on lumber to Eastern points, an examination of the tariff from Puget Sound to Colorado and Utah points via the Great Northern, Spokane and the O. R. & N., will show that the Portland rate applies only from Seattle local, and that all outside Sound points take an arbitrary above Seattle. The Astoria mills, which are situated on a foreign and connecting railroad, stand in relation to the Portland mills just as the outside Sound mills stand to the Seattle mills. It is stated on good authority that a short time since the Astoria road was offered by the O. R. & N. exactly the same arrangement as to rates and through billing on lumber from Astoria to Eastern points as is now enjoyed by the outside Sound lines, but that it declined the proposition, and soon after occurred the now celebrated Astoria boycott. It might not be impossible to put these same rates into effect from Ilwaco and some enterprising lumberman might take advantage of them.

The people in this part of the country believe they can read the handwriting on the wall, even if some of our Legislators cannot. What means the great consolidation of railroad interests now going on in our very midst? Why is it that Mr. Hill is throwing away hundreds of miles of his big railroad and is building a new line with fewer curves and less grades? Why is it that the Union Pacific is shortening its main line to Ogden by taking out 50 miles of curves and grades at an expense of millions? Why is it that our own O. R. & N. road is eliminating curves, reducing grades, filling in bridges, replacing iron and wooden bridges with steel and laying 90-pound steel rails in the track at a cost of millions of dollars? It is because only a modern and properly constructed railroad can meet the demands of competition, the puulic and Legislatures for cheaper freight and passenger rates, and still earn dividends One locomotive must do the work of two; one car must haul the load of two; two cars must be hauled where was one, and one man must do the work of two.

Oregon, with its thin population, has been exceptionally well served by its transportation companies, which have so far afforded facilities in advance of the times and demand and at rates which a few years ago could not have kept them out of bankruptcy. They are hurrying to meet the new conditions as fast as possible, but all these great improvements, even in this swift age, take time. Why thn harass the railroads of Oregon with petty bills in the Legislature? They are getting to the millennium as fast as brawn and brain can, and in the meantime they are spending thousands of dollars every year to develop the latent resources of the state, make two blades of grass grow where was one, build factories, establish payrolls and bring people to live in Oregon, green Oregon, rich in the gifts of nature as are few of its sisters. Let there be some similitude of consistency in all sections of Oregon and a hearty co-operation by all of its people on a common sense basis, and in ten years this will be the most prosperous and enterprising state in the Union. W.

## TWO PRESENTS RECEIVED.

**Wool and Birds for the Chamber of Commerce Display.**

Major A. F. Sears, C. E., yesterday presented the Chamber of Commerce a case showing a dozen specimens of cotton grown in Piura, in Northern Peru. The specimens are in their natural colors, and range from white to brown. A poncho or blanket woven by hand of this Peruvian cotton in its natural colors, was loaned by Major Sears to show what the Peruvians can do with their cotton.

E. Cannon, president of the Goble, Nehalem & Pacific Railroad Company, presented the Chamber of Commerce three handsomely mounted Oregon quail in a glass case. The trustees accepted both presents and directed proper acknowledgment to be made to the donors.

A communication was received from the Skagway, Alaska, Board of Trade asking assistance of the Portland body to get a rehearing of a land contest in which Bernard Moore had been awarded 60 acres of land in the heart of Skagway. The ground upon which the reopening of the case was asked is that new evidence tending to show that Moore's claim is fraudulent has been discovered since the previous hearing. The Skagway resolution recites that "a gross fraud has been perpetrated upon the American Government by the claimants for our property." The Portland Chamber of Commerce decided to indorse the action of the Skagway body toward reopening the case.

Trustee Batchelder spoke of the advisability of having surveys made to locate sites for storage reservoirs in the arid districts of the state, and it was agreed to urge this matter upon the Oregon delegation in Congress, inasmuch as an appropriation for the service has been made.

The lease of the Chamber of Commerce for its present quarters will expire March 1, and the matter of renewing it or finding other quarters was referred to Mr. Batchelder.

**Roosevelt's Cousin.**

NEW YORK, Feb. 5.—Among the passengers on the French liner La Bretagne, just arrived here, was Andreas Roosevelt, a cousin to Vice-President-elect Theodore Roosevelt, who is bound on a shooting expedition to Colorado. He is accompanied by Dr. M. Taon and Henri Say, who will share the sport. Mr. Roosevelt has lived in France for years. He said he hoped he might meet his distinguished relative during his travels, but had no arrangements for doing so.

Those who wish to practice economy should buy Carter's Little Liver Pills. Forty pills in a vial; only one pill a dose.

Hood's Sarsaparilla is not a cure-all; but it cures all blood diseases. Take no substitute.

# THREE NEHALEM ROADS

**SUMMARY OF THE FEATURES OF EACH OF THE ROUTES.**

**Statement of the Mileage and the Grades to Be Overcome, According to Reports of Engineers.**

Three railroad enterprises are now headed for the Nehalem country and Tillamook Bay—one direct from Portland, one indirectly from Portland, and one a branch of the Northern Pacific, which would take through traffic around Portland. The discovery of good coal in thick measures, the increased demand in the East for the lumber that is so abundant in the Nehalem Valley, and the extensive and growing dairy industry of the coast country have drawn attention to that region as a most promising one for railroad exploiting and development, and a race is on. The three routes compare in this wise:

The Goble, Nehalem & Pacific, in its first 21 miles from the Columbia River ascends to an altitude of 1450 feet, and in the next seven miles it descends 880 feet on a 2 per cent grade to the Nehalem River. The equated grade for the 28 miles is 2.2 per cent. From the point where it reaches the Nehalem River to the Nehalem Bay, according to a survey made 11 years ago by Henry Villard, the distance is 61 miles, following the river. If this statement is correct, the distance from Goble to Nehalem Bay is 89 miles. Adding the 29 miles from the junction to Portland via the Northern Pacific track, the total distance from Portland to Nehalem Bay by this route is 128 miles, and all traffic out of the Nehalem Valley would have to come up a 2 per cent grade to the summit back of Goble.

The Portland, Nehalem & Tillamook Company is alleged to be the successor to all the various surveys made to that country in 1890 and 1891. According to these surveys the distance from Portland to the summit of the divide is 42 miles, and the highest elevation is only 1070 feet above the Union station in Portland. Thirty-two miles of this distance is on a grade of 10 to 52 feet to the mile, or less than 1 per cent, and the remainder is 2 per cent. From the summit down to the Nehalem Bay the distance is 37 miles and the grade is 1 per cent. Thus, over this route all the traffic of that country would come up a 1 per cent grade to the summit and slide down a grade the maximum of which is 2 per cent into Portland. The total length of this line would be within 80 miles.

The Northern Pacific's branch is to start from Scappoose station, 20 miles from Portland, and pass up the north fork of the Scappoose River 14 miles on a 1 per cent grade, then rise to a 2 per cent grade and run into a mountain near Bunker Hill, where a tunnel must be bored. From there to Pittsburg, on the Nehalem River, six miles above where the Goble, Nehalem & Pacific is to reach the stream, the descent will be on a 2 per cent grade. The distance from Scapppose to Pittsburg is not less than 24 miles, and from Pittsburg to Nehalem Bay, if it shall ever build so far, the route is practically the same as that of the Goble, Nehalem & Pacific along the meanderings of the Nehalem River. The distance from Portland to Nehalem Bay by this line would be 111 miles. It is said that the Northern Pacific engineers are making an effort to reduce the grade on the west side of the divide by adding 3½ miles to the length of the line.

To recapitulate, the Goble, Nehalem & Pacific route between Nehalem Bay and Portland would be 128 miles long, and the Northern Pacific route would be 111 miles long, and both would have to come over a 2 per cent grade to get out of the Nehalem Valley with the traffic of that country. The Portland, Nehalem & Tillamook route is but 80 miles long, and the steepest grade coming out of the valley is said to be but 1 per cent. The Goble, Nehalem & Pacific has the alternative of a water route for 39 miles of the distance—from its terminus near Goble to Portland.

**BUILDING IN BRITISH COLUMBIA.**

**Great Northern Seems to Be Proceeding on Extensive Plans.**

VANCOUVER, B. C., Feb. 5.—Options on $500,000 worth of property in the east end of Vancouver have just been secured by the Great Northern Railway. The property is a water front on False Creek, a branch of English Bay. The company intends building a canal from deep water on the main harbor side of the city to the site that has been secured.

Two weeks ago the Great Northern acquired the charter of the Victoria, Vancouver & Eastern Railway, whose projected line is 300 miles in length, from the Kootenai mining cities to Vancouver. The plan is for the eastern end of the line to connect with the Great Northern system running out of Spokane, which will give a separate outlet at the coast, besides Seattle. To cross the Fraser River at Westminster is another feature of the project, and from there to Vancouver, 12 miles, a road will be built.

**FREIGHT TRAIN RAN AWAY.**

**One Man Was Killed Outright and Several Were Injured.**

SEATTLE, Feb. 5.—A Northern Pacific freight train ran away this morning while coming down a long grade at Weston, at the summit of the Cascades. One man, a brakeman named MacDonald, was instantly killed, and the engineer, Royce, was badly injured. The train, which was 15 cars in length, got away on account of the failure of the air-brakes to work properly at the top of the grade. The cars ran down at a frightful speed until a slight curve near the bottom was reached, when the cars plunged over the bank. MacDonald was picked up dead, and several others of the train crew were injured.

**A Great Railroad Dream.**

CHICAGO, Feb. 5.—A special to the Record from Seattle, Wash., says:

"I, no longer a young man, believe I will live to see a continuous line of railway from New York to St. Petersburg and the other European capitals," said Captain John J. Healy, the noted Alaska pioneer, today.

"Such a highway, in the nature of things, is not only possible by way of Behring Strait, but work on one of the principal connecting links will be commenced within 12 months. I refer to the building of a railroad from Port Valdes, on the sea, to the American Yukon. The great enterprise will undoubtedly be inaugurated within a year.

"This Copper River steel highway is sure to be built. After crossing the mountain range, the railway will follow the Tanana to its mouth in the Yukon. From this point nothing seems more certain than that it will be projected to Nome up through that district and across Behring Strait, into Siberia. Such a project would, of course, involve an international company and international co-operation, and those results will be forthcoming. It requires no great stretch of engineering imagination to conceive the idea of a railroad across Behring Strait. It is but 20 miles on the American side to Dromede Island, and less than that to the Siberian shore."

**More Bonds for Baltimore & Ohio.**

NEW YORK, Feb. 5.—According to the Mail and Express, it was announced today that the Baltimore & Ohio Company will issue a circular to stockholders Friday offering a new issue of bonds. It is not yet known what the amount of the issue is to be, or for what purpose the bonds are to be used.

**Railroad Notes.**

The Coos Bay Railroad Company has ordered a new 52-ton locomotive for use on its road.

Following one of the most artistic and convenient calendars issued, the Rio Grande Western has gotten out a very neat and useful pocket memorandum-book in celluloid covers and carrying much valuable information.

All trains transferred at the slide in Cow Creek Canyon yesterday, but the sliding of the earth stopped late in the day, and it was expected that the track would be clear by 7 o'clock this morning and all trains would get through without delay today.

Progress of the Pacific & Idaho Northern up the Weiser Valley in Idaho is as satisfactory as could be expected, considering the unfavorable weather. The grade is completed from Cambridge to Council and track laid to a point about 5½ miles from the latter place. A piece of trestle work 400 feet long intervenes, but the timber is already on the ground and ready to put in place. This done, there is nothing to stop progress, as all necessary material is on hand and force ready to lay the track. By February 15 or 20 the work will be finished to Council.

**Sun Boycott Declared Off.**

NEW YORK, Feb. 5.—Typographical Union No. 6 has decided by fomal vote to withdraw the boycott against the New York Sun and to take no further hostile steps against that newspaper. Official notice that the strike has been declared off and boycott lifted was delivered to the Sun today. This action of the union was unsolicited by the Sun, and was unattended by any conditions.

**Young Violinist Leaves Portland.**

Miss Marion George, the talented little violinist who has been playing in the orchestra at Cordray's Theater, will leave today for San Francisco. Miss George, although but 15 years old, is a finished musician and her playing has been a revelation and a delight to all who have heard her.

THE ROOT OF THE MATTER.

**He Cured Himself of Serious Stomach Trouble Down to First Principles.**

A man of large affairs in one of our prominent Eastern cities, by too close attention to business, too little exercise and too many club dinners, finally began to pay nature's tax, levied in the form of chronic stomach trouble; the failure of his digestion brought about a nervous irritability, making it impossible to apply himself to his daily business and finally deranging the kidneys and heart.

In his own words he says: "I consulted one physician after another, and each one seemed to understand my case, but all the same they each failed to bring about the return of my former digestion, appetite and vigor. For two years I went from pillar to post, from one sanitarium to another, I gave up smoking, I quit coffee and even renounced my daily glass or two of beer, but without any marked improvement.

"Friends had often advised me to try a well-known proprietary medicine, Stuart's Dyspepsia Tablets, and I had often perused the newspaper advertisements of the remedy, but never took any stock in advertised medicines nor could believe a 50-cent patent medicine would touch my case.

"To make a long story short, I finally bought a couple of packages at the nearest drug store and took two or three tablets after each meal, and occasionally a tablet between meals, when I felt any feeling of nausea or discomfort.

"I was surprised at the end of the first week to note a marked improvement in my appetite and general health, and before the two packages were gone I was certain that Stuart's Dyspepsia Tablets was going to cure completely and they did not disappoint me. I can eat and sleep and enjoy my coffee and cigar and no one would suppose I had ever known the horrors of dyspepsia.

"Out of friendly curiosity I wrote to the proprietors of the remedy, asking for information as to what the tablets contained, and they replied that the principal ingredients were aseptic pepsin (Government test), malt diastase and other natural digestives, which digest food regardless of the condition of the stomach."

The root of the matter is this, the digestive elements contained in Stuart's Dyspepsia Tablets will digest the food, give the overworked stomach a chance to recuperate and the nerves and whole system receive the nourishment which can only come from food; stimulants and nerve tonics never give real strength. They give a fictitious strength, invariably followed by reaction. Every drop of blood, every nerve and tissue is manufactured from our daily food, and if you can insure its prompt action and complete digestion by the regular use of so good and wholesome a remedy as Stuart's Dyspepsia Tablets, you will have no need of nerve tonics and sanitariums.

Although Stuart's Dyspepsia Tablets have been in the market only a few years, yet probably every druggist in the United States, Canada and Great Britain now sells them, and considers them the most popular and successful of any preparation for stomach troubles.

## A COFFEE KILLING.

**Some Can and Some Can't Drink It.**

Some time ago Mr. E. Percival Baker was assigned by the Government to the Chinese Bureau in San Francisco. He is a Spanish and Chinese interpreter, but had become known as a distinctive case of coffee poisoning.

He finally gave up his position and went to Los Angeles to die. He was carried to the train by the physician, and at that time weighed 99 pounds.

What coffee poisoning can do for man it is difficult to believe without some personal experience. He says: "The physician had told me that mine was a clear case of coffee poisoning, but I could not give up the coffee. I had got so bad that I could keep absolutely nothing on my stomach for days at a time. Dr. Hayden, of this city, said to me one day, 'Have you ever tried Postum Food Coffee?' 'Never heard of it,' said I. He explained that it was a food drink made at Battle Creek, Mich., by the Postum Cereal Company, Ltd., and, as he said, was 'destined to entirely supplant coffee at least with those who have any regard for their health or lives.'

"I was so impressed that before leaving the office the doctor forced me to promise to give Postum a fair trial. Well, to make a long story short, wife made some for me, and she made it right, strictly according to directions. I was served with a delicious cup and a half an hour after sipping it was sleeping, the first six hours of sleep or unbroken rest I had had for half a year.

"This was not caused by any drug in the Postum, for I know it to be absolutely pure, but it was due to the quieting effect of the liquid food on my stomach, and food that I could digest. I persevered in the use of Postum for a week, then I thought I would try just one cup of coffee, but did so with the result that my stomach pains returned with such effect as to require the doctor at my bedside nearly all night. I have never repeated the experiment with coffee, for it showed very plainly what it would do and has done for me if I fool with it.

"I have steadily improved in health since making the change, and now weigh 148 pounds, 49 pounds more than I did, and am gaining at the rate of over two pounds a week. I have had absolutely no trouble since then with my stomach, and it is over three months since I have had a twinge of neuralgia or headache, and I know that my cure is entirely due to leaving off coffee and taking Postum Food Coffee. All of my friends and the doctors are of the same opinion. I inclose a list of names of Government officials at Washington and San Francisco who are more or less familiar with the case and will verify as far as they are able."