## ROAD EXTENDED

COUNTRY IS WAITING FOR THE CO-LUMBIA SOUTHERN.

Important Irrigation Projects on Foot, Timber All Taken, Settlers Penring Into the Region.

Now that the troubles that delayed the progress of the Columbia Southern Railroad have been settled, there is a press-ing demand for the extension of its lines through the country in which surveys were made last year. The Columbia Southern projected two lines-one south-ward across the state to Lakeview, and the other up the John Day River to Prairie City. It was understood that plans had been made for the extensions when the diesensions erose that blocked all progress. Now the road halts at Shaniko, where substantial improvements have been made by the railroad company and others and an important trade has grown up. But the people of the interior and merchants of Portland are pressing for transportation facilities far to the southward of Shaniko. Important development agencies are at work in that country, and

they, too, are crying for a railroad.

The timber of the Deschutes Valley has all been secured by Minnesota and Wisconsin lumbermen. There is nearly 125,000 acres of this land, and it will yield 18,000 feet, board measure, to the acre, of fir and plue, or more than 2,200,000,000 feet of excel-lent lumber. Three extensive irrigation lent lumber. Three extensive irrigation projects are on foot. A. M. Drake, a Wisnein capitalist, has already invested out \$40,000 in the preliminary preparations for an irrigation system that will cover about 200,000 acres in the vicinity of Bend. 25 miles westward from Prineville. He left for the East this week to perfect his financial arrangements. The Oregon Irrigation Company, organized by C. C. Hutchinson, of San Francisco, has surveye made for an irrigation system that will cover nearly 500,000 acres on the Deschutes bottom to the westward of Prine-ville. W. H. Moore, the Moro banker, has plans for irrigating some 400,000 acres to the southward of Bend, and C. M. Cartwright, of the Baldwin Sheep & Land Company, is preparing to irrigate a large tract west of the Deschutes. The com-pletion of these enterprises will open a large and rich area of the state to general agriculture and afford a profitable business for the transportation lines that shall serve it. The forest land is easily cleared, and forms will immediately follow the removel of the timber. North and east of Prineville there are promising oil prospects, and coal and as-

retire, but it is not presumed that less livestock will be kept there. Instead of the large herds and flocks roaming over the range almost at will, each farmer will have his bunch of cattle or sheep, and the animals sold will be fat, not mere range stock that must be prepared else. where for the market. This will leave more money in the country. The closer working of the natural resources will be more profitable to all concerned.

The refirond company continues to make approvements at Shaniko, which is becoming an important shipping point. A wool baler is now being put up there, and it is expected that Shaniko will be one of the greatest primary wool markets in the state this season. The rail rate to The Dalles has been reduced to 30 cents per 100 pounds for wool, which will result in a great deal of the wool going to the railroad at Shaniko that has hitherto been teamed to The Dalles. The Columbia Southern now has a warehouse at Shaniko 300x100 feet, and it is adding an exten-sion 150 feet long and two stories high. The company is also building a roundhouse with four stalls, and repair shops for the road are being built there. A large number of settlers are going into that section, where land was never culti-vated before, and they are expected to have a considerable wheat crop to ship from Shaniko in the Fall.

Those who are acquainted with the re-

gion say no other part of Oregon promises so rapid and so even development in the coming few years.

#### WON'T PAY THE TAX LEVIED Northern Pacific and Clark County

Commissioners Fail to Agree. VANCOUVER, Wash., April 25.-An adjourned meeling of the County Commis-sioners was held today for the purpose of taking definite action upon the proposition made some weeks ago for a settlement of the delinquent taxes due the county by the Northern Pacific Railroad Company ent of taxes against Northern The assessment of taxes against Northern Pacific lands in this county for a number of years past has been objected to by the company, on the ground that a large por-tion of the lands assessed have never been patented to the company, and the title to much of them is in dispute between the company and the Government. Some time ago representatives of the company offered to pay a sum equal to about 50 per cent of the amount assessed, exof the penalty and interest accumulated. This was refused by the Commissioners, who recently submitted a counter proposition, which, in effect, was an offer to accept a sum equal to about 77 per cent of the net tax, or about \$22,-000. The whole amount standing against the company on the tax rolls aggregates about \$34,000, the penalty and interest on which amounts to over \$11,000. Of the mount received, 10 per cent is due the

It was thought this proposition would e accepted by the company, but it was found impossible to come to an agreement at the meeting today, and definite settle-ment has again been postponed. The offer of the Commissioners was made after madeliberation, and to avoid expensive

#### BOTH CREWS STILL WORKING. Attempt at Agreement as to Disputed Route Failed.

SALT LAKE, Utah, April 25.—A meet-ing between the chiefs of the forces of the Oregon Short Line and those representing Senator Clark's Salt Lake-Los Angeles Railroad, both of which are contending for a right of way near the Utah-Nevada state line, was held at Uvada yesterday. The meeting was for the purpose of reaching some understanding whereby the threatened collision between the two forces could be avoided. The situation was fully gone over, and all expressed the desire that something should be done to relieve the extreme tension that has been nearing the snapping-point as the distance short ens between the opposing forces, No defiagreement, however, could be and the situation remains unchanged. Both sides appear determined to continue work until the gap between them is closed. The Clark camp at the front has been heavily reinforced within the past few days.

lawyers and ratiroad men here regard the opinion of the Assistant Atorney-General of the Interior Department, which was rendered yesterday in favor of the Short Line, as practically ettling the right-of-way question, and General Manager Bancroft, of the Short says the work of construction will be kept up and the road pushed right through to California, and C. O. Whitteattorney for the Clark interests, is as saying that yesterday's deetsion will not deter for an instant the progress of the Salt Lake-Los Angeles

day in regard to the decision of the Assistant Attorney-General of the Interior Department, awarding the disputed Nevada right of way to the Oregon Short Both gentlemen declared emphat ically that the decision would not interrupt the work being done.
"The Harriman forces have scored a

point," admitted Mr. Clark, "but the mat-ter has yet to be passed upon by the Secretary of the Interior, and meanwhile we will relinquish none of our rights."
"We will hold the fort," said Mr. Gibbons, "and keep men at work until we are ordered to vacate by a court of com-petent jurisdiction. The decision of the Commissioner is not final, and we still hope to win out. If we do not, there are other ways of getting our road through to Los Angeles, and a defeat will in no wise cause us to halt."

Sheriff Takes a Hand.

SALT LAKE, April 25 .- A special to the Herald from Uvada, Utah, says that the Sheriff of Iron County has entered into the fight between the Oregon Short Line and Senator Clark's forces for possession of the old Utah & California right of way, and has notified both forces, now within less than two miles of each other, that any infraction of the law would be repressed. It is believed the Sheriff's action removes the danger of a clash between the opposing forces, which at the present rate of railroad extension will meet either Friday or Saturday. Both forces have been largely reinforced.

#### NEW TARIFF ON HOPS. An Increase of 50 Cents Per 100

Pounds Declared. SEATTLE, April 25.-Ail transcontinental lines from California north to the Canadian Pacific have joined in a new tariff on hops from the Pacific Coast to Atlantic seaboard points and intermediate territory. The new schedule shows an in-crease of 50 cents per 100 pounds, or approximately \$200 per car. The rates are

The rate across the continent on hops previous to the year 1898 was \$2 per 100. This rate the railroads reduced to \$1 50 in 1898, because of the extraordinary low prices which prevailed in that year. Since then no change has been made until the lines agreed on the present tariff.

#### SUBMITTED TO STOCKHOLDERS. Proposition of Northern Roads for

Control of Burlington. BOSTON, April 25.—The Chicago, Bur-ington & Quincy directors at a special meeting today voted to submit to the stockholders of the road a proposition from the Great Northern and Northern Pacific Rallroads to take control of the Burlington. The offer for the Burlington stock is \$200 per share for not less than two-thirds of the whole amount, to be enough to determine their value.

The development of that country will considerably change the character of its industries. The range stock business will be the character of its industries. The range stock business will be the character of its industries.

WASHINGTON, April 25 .- The railroad right-of-way contest between the Utah, Nevada & California Railroad Company, an auxiliary of the Oregon Short Line, and the Utah & California Company, which belongs to the proposed railroad from Salt Lake to San Diego, was de-cided by Secretary of the Interior Hitchcock today in favor of the first named company. The right-of-way contest is about 70 miles long and extends south-has made a proposition, through W. G. westerly from the Utah-Nevada state Pearce, assistant to the president of the road, to reimburse the local road for all this ground, and at a cost of \$500,000 constructed a grade for a distance of 70 miles, which included three tunnels. The conditions at that time did not justify prosecuting the project further and it is only recently that interest has been resumed in the undertaking.

Crow's Nest Bill Passed. VICTORIA, B. C., April 25 .- The Crow's Nest Southern Railway bill has passed the Legislature, the conditions inserted in the Ottawa bill being included. It is understood that the government has agreed to modify the loan bill, over which there have been dissensions in the ranks, by reducing the amount which the builders of railways are to pay out of their earnings, and will also agree to call a special ses sion of the Legislature to decide to whom the bonus for the Coast-Kootenay road shall go.

Pressed Steel Car Prosperity.

declared the regular quarterly dividend on the preferred stock of 1% per cent, the the Eastern company, this land was intransfer books closing May 1, 1901, and re-opening May 22, 1901, and a second quar-overland road holds that, owing to the opening May 22, 1901, and a second quarterly dividend of 1 per cent on the com-

To Build Into New Oil District. SAN FRANCISCO, April 25.—General Manager Kruttschnitt, of the Southern Pacific Company, has announced that the proposed railroad into the Sunset oil dis- another line, has no right to go there." tricts in Central California will be built in the immediate future. The Southern Pacific and Santa Fe have united in sur port of the undertaking. The road will be 28 miles in length, and will connect with the Southern Pacific at Gosford. It will cost about \$500,000.

New Directors in D. & R. G. NEW YORK, April 25.—The directors of the Denver & Rio Grande Railroad Company have elected George J chairman of the board, in place of George Coppell, deceased. E. H. Harriman and Winslow S. Pierce were chosen as direc tors in place of George Coppell and Will-

No Canadian Consolidation.

LONDON, April 25.—The vice-president of the Grand Trunk authorizes a denial of the report telegraphed to New York from Montreal that negotiations are on foot for the consolidation of the Canadian Pacific Railway, the Grand Trunk Railway and the Richelleu & Ontario Navigation

New Secretary of Southern Pacific NEW YORK, April 25.—At a meeting of the directors of the Southern Pacific today Alex C. Miliar was elected secre-tary of the company. Only routine busi-ness was transacted. Mr. Miliar is also secretary of the Union Pacific.

## MAY WEATHER.

Data Covering the Meteorology for the Past 29 Years.

The following data, covering a period of 29 years, have been compiled from the Weather Bureau records at Portland,

Temperature-Mean or normal temperature, 57; the warmest month was that of 1888, with an average of 62 degrees; the coldest month was that of 1899, with an average of 51 degrees; the highest tem-perature was 99 degrees, on the 29th, 1887 the lowest temperature was 32 degree on the 9th, 1894; average date of first "killing" frost occurred in Autumn, November 26; average date of last "killing"

frost occurred in Spring, April 11.
Precipitation (rain or melted snow)-Average for the month, 2.39 inches; average number of days with .01 of an inch or more. 12; the greatest monthly precipitation was 6.60 inches, in 1879; the spondent of the Spokesman-Review, says least monthly precipitation was 6.68 inches work was to have been begun yesterday in 1888; the greatest amount of precipita-

Clouds and Weather-Average number Clouds and Weather-Average number will handle from 250,000 to 300,000 bushels of clear days, 8; partly cloudy days, 11; annually. So it goes. The bulk product

and T. E. Gibbons, of the San Pedro, Los west, on the 25th, 1894, and from the Angeles & Salt Lake road, were seen to-

A SIGNIFICANT NORTHERN PACIFIC DECLARES

WAR ON TACOMA EASTERN. Little Railroad Owned in Portland Must Have Powerful Relations to

Incur Such Hostility.

According to the Tacoma Ledger, the Tacoma Eastern Railroad, a line reaching 14 miles southeastward from Tacoma toward the Nisqually coal fields, and which is owned by the Ladds, of Portland, has offended the Northern Pacific Railroad Company, and her beet told with road Company, and has been told by the big corporation practically to get off the earth, "The Northern Pacific," says the Tacoma paper, "has served notice on the Tacoma Eastern to cease construction work at once, under penalty of having its lines paralleled to that section or any other into which the Tacoma road may attempt to go. It is an out-and-out cut-throat proposition, and as an evidence that it means business the Northern Pacific has secured from the Weyerhauser Timber Company a right of way through the lands formerly owned by the railroad and sold a year ago to the Weyerhauser syndicate to the very country into which the Tacoma Eastern is building, and has dispatched a corps of engineers to the field to make a survey for a line to paral-lel the local road. The Tacoma Eastern has as yet taken no notice of the threat of the Northern Pacific, and is going ahead with its construction work in the



Captain Austin F. Prescott, Appointed Lieutenant in the Regular Army.

same manner as it has for the past six months, but it is fully aware that there is at hand one of the flercest railroad construction wars that has ever affected this part of the country.
"If the Tacoma Eastern road will agree

the money that, to the present time, has been expended in every way. Should this proposition be rejected, the edict of the transcontinental line is that it will force the Tacoma Eastern to the wall.
"While this is not official, it is, never-

theless, correct; word has been received from Ladd & Tilton, of Portland, the real owners of the Tacoma Eastern road, that they are not afraid of the Northern Pa-cific, and that they are ready to stand a fight for the territory sought to be cov-ered. It is even intimated that the Tacoma Eastern is not the project of the people it purports to represent, but that another road is the party to be interviewed, and that it may be that just as soon as the construction work is com-pleted to the point present plans contemplate reaching, the line will become the property of another road.

section of land south of the main line and dent's personal request, made another in at least 25 or 30 bushels. In the very country into which the Taof the Pressed Steel Car Company have come Eastern is building. When it sold the campaigns and in the Senate, to a duce such wheat as is grown in the moist mon stock, the transfer books closing an the terminal stock, the transfer books closing and southeast of Tacoma is contiguous and the terminal southeast of Tacoma is contiguous and the terminal southeast of Tacoma is contiguous and the terminal southeast of Tacoma is contiguous and the terminal southeast of Tacoma is contiguous and so fact that it at one time owned this land, fact, all lines, one road cannot invade the territory of another. It is on this claim that the Northern Pacific argues that it has a right to the territory southeast of Tacoma, and that the Tacoma Eastern,

Significance of the Opposition. Edward Cookingham, of Portland, is president of the Tacoma Eastern. When seen yesterday regarding the report that his road had encountered the active hos-tility of the Northern Pacific, he said he preferred not to discuss the matter. He would not say the report was untrue says his company is going forward with its construction, having the grade par-tially or wholly completed for several miles beyond the end of the present track. Rails and more rolling stock have be ordered, and there is no apparent expectation that he enterprise will be abandoned. Trains are now run over the line regularly, transporting timber to Tacoma It is about 50 miles from Tacoma to the Nisqually coal fields, in Lewis County, where the Ladds. President Cookingham and Manager Bagley have large holdings of coal lands Their road now covers nearly one-third that distance. The Northern Pacific has a branch running southward from Orting, but curling to the eastward in the tall timber. That is the line which, it is said, would be sent down to embarrass the Tacoma Eastern people. If the people who build and own the road also own the traffic to go over the line, it is difficult to see how Northern Pacific competition could injure it; it is also hard to see why the Northern Pacific would want to cripple it if this is true. Northern Pacific hostility can be accounted for only on the theory that the Tacoma Eastern is a link in a transportation scheme that the Northern Pacific would like to strangle-of another road between Portland and Puget Sound, for instance. The Northern Pacific would be likely to have better information of any such move than would available to the general public, and for this reason the story that comes from Tacome is highly significant. In fact, the Tacoma Eastern people scarcely conceal the idea that there is more to their enterprise than appears on its face.

Ought to Build to Lewiston. Lewiston Tribune. It is stated that the large house of Aaron Kuhn, of Colfax, is about to revolutionize the grain business of a portion of the Palouse country by erecting ware houses and a tramway for handling the product via Snake River instead of overlend by the Northern Pacific as le now done. The dispatch reporting the opera-tion, which is from the Pullman correin 1888; the greatest amount of precipitation recorded in any 24 consecutive hours. Wawawal on the river and the other on was 1.60 inches, on the 19th and 20th, the bluff above, a tramway connecting the two. It is expected these warehouse Clark Forces Still Undaunted.

Clark Forces Still Undaunted.

LOS ANGELES, April 25.—J. Ross Clark

LOS ANGELES, April 25.—J. Ross Clark

west, on the 25th, 1894, and from the be, there doubtless are deliving the Pallouse tions that are at least driving the Palouse

product to its natural outlet, but that does not detract from the fact that the outlet is there as a saving force whenever the people find it necessary to cast about for escape from the harsh conditions their traffic now has to bear. If this new wheat route goes into active operation—and there is every reason to believe it will—it must undoubtedly exert a cumulative force among the many powerful reasons why the O. R. & N. can no longer afford to keep its rallway line out of Lewiston. The company is now undergoing heavy unnecessary expense in loading grain into its steamers along the river and from the steamers into cars at Riparia, while it should be at but a triffing expense in merely loading from warehouses into cars standing alongside. Three steamers have been engaged since last harvest time haul-ing out this grain and they will probably not have the entire crop removed by next harvest time. With this new Palouse crop also to be cared for it is easy to see that it will be a physical impossibility for the O. R. & N. to handle its business by steamers, and must either complete its rail line or else succumb to inability as a common carrier. It is the Tribune's candid belief that the construction of this new warehouse system, together with other significant occurrences that have been reported from time to time, is being undertaken with the definite information that the rall line will be in operation by the time this year's crop is ready for mar-ket. There are so many material indiket. There are so many material indi-cations pointing to such a development, and so many considerations that are paramount in commercial life requiring such construction, that the period of postponement must necessarily reach an early termination and the Tribune is firmly con-vinced that such termination has been definitely arranged by the managing authorities

Klamath Road Gets a Franchise. EUREKA, Cal., April 25.—The City Council has passed the franchise asked for by the Klamath River Rallroad Com-pany. This is the second franchise passed within a month, the other one be-ing to the California & Northern Com-pany. The Klamath Company has been endeavoring for two years to obtain a franchise. The corporation is headed by A. B. Hammond, a well-known financier of Oregon and Montana. Work on the new road will be commenced immediately.

#### POLITICS IN OHIO.

All Interested in Warmth of McKinley's Aid to Re-Elect Fornker.

WASHINGTON, April 18.-We hear a great deal of talk about Ohio polities just now, and the probabilities are that there is going to be a most interesting campaign this Fall. Everybody will watch with interest to see whether the Administration, the .Hanna - Dick - Grosveno record will warmly support Foraker.

There is no doubt that Foraker is the popular idol of the rank and file of the Republicans of Ohio. He has been for many years. Foraker is an able man, and has proven himself so since he has been in the Senate. He is a good lawyer and a brilliant talker. He has many of the good qualities of James G. Blaine, and lacks those litle tricky qualities which were really the undoing of Blaine in his political career. Foraker seems like a square, honest man, and an intense par-tisan. He has conducted himself in the Schate in an able manner, and has taken a front rank in spite of the fact that he is filling his first term in that body. This Fall determines whether he will be re-elected The Spring campaigns in-

dicate an unsettled condition in politics and a tendency towards Democracy. Whether it will extend to the Fall campaigns is another thing. This much is recognized, and Foraker himself recognizes it. There is a hard fight ahead, and nothing must be left undone which will tend to win a victory. Foraker himself is quite confident of the result. He does not believe that the Spring elections. which are, in themselves, largely local, are forerunners of the campaign in the state, which must be National to a large

It is said the McKinley forces do not the party, and there is not the least probability that either McKinley, Hanna, Dick, Grosvenor or the rest of them that stand close to McKinley in Ohio, would want the party defeated in the state While they might prefer some other peron to Foraker in the Senate, they know they cannot get any other Repub and consequently they will no doubt stand

## DAILY CITY STATISTICS.

Marriage License. P. L. Koehler, 39; P. S. Flores, 34, Building Permits.

E. E. Coovert, two-story dwelling, southeast corner East Second and Haley streets, \$2250.

George Tuttle, two-story dwelling, East sey streets, Everett street, between East Eighth and East Ninth, \$1300.

Charles Clarke, two-story dwelling, East Seventh, between East Burnside and East Couch street, \$1300. C. D. Powell, two-story dwelling, East Couch street, between East Seventh and East Eighth, \$1700.

C. A. Dunne, repairs to house on East Clay street, between East Fourth and East Fifth, \$175.

C. C. Caples, flour mill, Wilson street. between Nineteenth and Twentieth, \$12. Birth Return.

April 20, boy to wife of Peter Schur, 28 Fourth street.

Death Return. April 24. Mrs. Elliah Phillips, brought tere for burial; inflammation of

Ren1 Estate Transfers.

Richard Price and wife to I. D. Peters, block 10, Hawthorne Avenue Addition, April 23
L. B. Webster to Peter Yost, lot 8, block 1, Lincoln Park, April 22.
F. R. Bailey and wife to Christian Lehman, lot 7, block 1, Cook's Addition, April 9.

Elizabeth E. Powell and husband to Francis J. Dunbar, lot 7, block 24, Woodiawn, March 9.

Richard Kochler and wife to O. R. & N. Co., blocks 110 and 111, and 21, Couch's Addition, April 16.

Emma Lotan et al. to William Carroll, lot 4 block 59 Albina, April 19.

George C. Flanders to Laura A. Flanders, lot 4, block 78, Stephens' Addition, April 8.

Joseph Fettig to William J. Clarke, lot 7, block 7, Raliroad Shops Addition, April 25
R. E. Menefee and wife to A. S. Ellis, south helf of lots 8 and 9, block 9, Subdivision Riverview Addition to Albina, March 26.

Axel V. Hendrickson et ux. to W. T. Vaughn, east haif of lots 9 and 10, block 2, Piedmont, April 23

W. H. Lang to Cella Lang, 30x100 Everent street, near North Nineteenth, April 23

James Taggart to Robert F. Bell, lot 9 and fractional lot 14, block 38, Sell-Real Estate Transfers. \$1500 April 23 James Taggart to Robert F. Bell, James Taggart to Robert F. Bell, lot 9 and fractional lot 14. block 53, Sell-wood, April 24.

Melvin Elisha Brown to Ann S. Bagley, lot 11. block 22, Portsmouth, December 19, 1990.

Fred C. Bell and wife to R. F. Bell, lots 8 and 15, block 53, Sellwood, May 12, 1898.

William Tipfenden and wife to Elizabeth Truman, lot 6, and south 10 feet lot 7, block 14. Albina Homestead, April 17

Pacific Coast Abstract Guaranty & Trust Co., A. B. Manley secy.; W. Y. Mosters atty. Abstracts, trusts, title insurance, loans, 294-5-6-7 Failing bldg., 3d and Wash. IS DEAD-SET AGAINST IT

Method Is Wrong in Theory and Practice-He Will Gladly Convince Farmers.

SUMMER FALLOW.

WASHINGTON, April 24.-Farmers and wheat men of Oregon who are adhering to the old practice of summer fallowing should talk with Secretary Wilson of the Agricultural Department when he passes through their state with the President. Two years ago, when Secretary Wilson visited Oregon, he was astonished to see the wheat men and others in that state allowing their fields to go to waste on account of their health in the summer fall. count of their belief in the summer fal-low. It will be recalled that in an in-terview published in The Oregonian he strongly denounced this practice, and urged the Oregon farmers to abandon it. In fact, he went so far as to point out other means by which they could turn their soil to better advantage. When told that the subject was now being generally agitated in the state, Secretary Wilson remarked, with some disgust: "Yes, they will summer fallow all the way from Dakota to the Pacific Ocean; when the soil refuses to crop every year, they take one in two years.

Secretary Wilson says most emphatical-ly that the whole principle of summer fallowing is wrong. It works injury to the soil, and a consequent injury to the crops. He says farmers seem to believe that by cultivating a crop every other year, they have an opportunity, in the off year, to kill out insect pests and weeds. But a cultivated crop grown at the same time, or a crop plowed under at this same time would have the same effect, and also enrich the soil. Where the land lies idle for a year, it loses its richness. It would much better be sown in clover, peas, beans or some similar plant, and have the entire crop plowed under. "Two years ago," he added, "I found

people in Oregon reaping a crop of wheat once in two years, and only eight or ten bushels of wheat to the acre, at that. Morcover, it was not as good wheat as they got when they began growing. When the land deteriorates, you get a different wheat. We find it necessary now to bring wheats rich in protein from foreign countries. We are doing that today to take the place of wheats that have made their appearance in countries where Summer fallowing is in vogue.
"The question may be asked, What can people in a dry latitude grow in the off year? Wheat is a crop sown in the Fall, gathers its moisture through the Winter, and make a crop under wonderfully dry conditions sall over the world. It is a nice question what could be grown un-

der dry conditions so as to improve the soil while it is being cultivated in that off year. We are hunting the world over for crops that we can recommend for that very purpose. In warm latitudes where it does not freeze very severely in Winter. The vetch may be sown in the Fall, and will live all Winter. It can be profitably sown on the Pacific and for that it stands alone among patent Coast where wheat will grow, and will medicines. Anyone suffering from any live through the Winter. When it riptrouble with their digestion will find these it can be plowed under, or it can

We are now just getting new legumes from different parts of the world for this very purpose. What to grow in the off year, in rotation with wheat, is one of the problems of the people of dry lati-tudes. The Department bears this question constantly in mind, and we never send out an explorer without telling him to keep sharp lookout for new legumes. A legume, by the way is a plant that brings nitrogen out of the atmosphere and fixes it in the soil in co-operation with bacteria nodules on its roots, like

clover, beets, beans and peas."

Secretary Wilson is very much interested in this subject, and having been deeply impressed with the natural resources of Oregon two years ago, and want Foraker. It is doubtful if this is knowing the capabilities of the state in true. McKinley, who has been aware of Foraker's opposition to him in times any practices among its farmers that tend "Prior to a year ago, when it sold its gone by, knows that Foraker was loyal to produce inferior crops. Nor does he lands to the Weyerhauser syndicate, the to him and made a good speech like to see but eight to ten bushels of Northern Pacific owned each alternate nominating him in 1896, and at the Presidoes not expect Eastern Oregon to prolarge extent. Foraker has been loyal to the Adminstration, and a defender of Ohio Republicanism. Any attempt to defeat Foraker would mean the defeat of beyond its present output. Of course irrigation would be of immense benefit to the wheatgrowers in the drier regions, and a diffusion of the waters of the eastern part of the state would work great improvements, but the main fault, in his opinion, lies with the farmers who persist in Summer fallowing. He would be giad to convince them of their error, and if any will consult him when he next visits the state, he will do his utmost to convert them to his way of thinking, a view by the way which is entertained by all of the scientists of the department who have occasion to study wheat and kindred

## GOOD OPINION OF OREGON.

Returned Webfoot Speaks of the Kindly Feeling of the East.

H. V. Gates, a well-known citizen of Hillsbore, who has been spending the past two months in the East, accompanied by his wife, was at the Perkins yester-day. He said: "We think we're doing lots of business out here in the North west of recent years, but we're not in it, alongside of the Eastern States. I was in Chicago, St. Paul, Minneapoils, St. Louis, Indianapolis, Omaha and Denver, and found people making money everywhere. All the wheels of industry are humming, and prosperity seems to have struck people in every walk of life. The manufacturing centers are surging with busy life, and everybody seems to be at

"The people back there are very much interested in Oregon, however, and ask all sorts of questions about our soil, climate, resources and prospects for business with the Orient. They are doing very well where they are, but the climate of Oregon has become famous back there, while the well-posted ones know there's lots of room for newcomers out here. The next few years will see quite an influx of East-ern people, and in fact, many are com-ing now, though there is very little fuss made about it. You can notice it in the filling up of all the Oregon towns and the demand for more house room in every village. Those arriving this year wil keep their friends posted on conditions out here, and thus act as immigration agents among their acquaintances. By the time the Lewis and Clark Centennial is ready for visitors, Oregon will have a g many more permanent residents than has now, and that exposition is going to be the means of bringing thousands more. "The people back there have a kindly feeling for Oregon, because this state has 'set the pace' in Presidential years, and being the first to bold a state election

soap is not only the best in all the world for toilet and bath but also for shaving. Pears was the inventor of shaving stick

All sorts of people use Pears' soap, all sorts i stores sel' it, especially druggists.

on the eve of a National campaign, has several times pointed the way to the rest of the country. This one point alone has caused Oregon to become noted among the conservative, property-owning people of the country, and they express their gratitude when they grasp the hand SECRETARY WILSON CONDEMNS

of a real Oregonian.

"But I wouldn't live back there, If they were to give me the country. I was in Indiana in March, and never saw such beastly weather. The roads throughout the interior are so much worse than our Webfoot highways in the Winter time that the letter can be called boulevaries. that the latter can be called boulevards in comparison. Oregon is good enough for me to live and die in, even if her people are not such rustlers and money makers as those of the East.'

Will Advertise Oregon.

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