THIRD ORIENTAL LINER

KNIGHT COMPANION TURNED OVER TO P. & A. CO. AT HONG KONG.

Will Bring a Full Inward Cargo—Cypromene Arrives for Wheat Loading—Oopack in Port.

The Knight Companion the third steamship of the Portland & Asiatic Steamship Company's line to the Orient, was yesterday turned over to the charterers at Hong Kong. She will commence loading at that port today, and from there will proceed up the China seas, calling at the principal ports for cargo, and coaling at Moji. Yokohama will be the last port of call, and she will sail from that port in time to bring her to Portland about June 18. She is scheduled to sail outward on her first trip from Portland, June 28, and will undoubtedly have a full cargo. The Indrapura, the second steamer of the line, will sail from San Francisco for Portland today and as soon as her inward cargo of bags and jute are discharged, will load outward and sail May 28.

Freight for the big carrier is accumulating rapidly, and from present indications she will take out a record-breaking cargo of flour, cotton, paper and miscellaneous freight. The Oriental trade, which has been in very bad condition, is showing some signs of improvement, and it is thought that the worst is over. Now that the Chinese have expressed a willingness to settle up for the damages of the war, it is thought that satisfactory trade relations will soon be re-established.

LOST HIS CERTIFICATE.

Captain Thomson, of the Chelmsford, Is in Disgrace.

A late issue of Lloyds' Index contains an extended account of a Board of Trade inquiry, held April 15, at Glasgow, regarding the conduct of Captain W. B. Thomson, of the British ship Chelmsford. Both ship and captain are pretty well known in this port, having made frequent visits here. The charges were that on several dates between May, 1899, and July, 1900, he was intoxicated, and was unable to discharge his duties, and that during the voyage he permitted drink to be supplied to members of the crew, in consequence of which they were unable to discharge their duties. The chief officer was the worst witness for the captain. He testified that on November 3, 1899, when the vessel was off the Orkney Islands, witness heard the captain order the man at the wheel to steer west-north-west, and he felt alarmed at that order. Had it been carried out the vessels would have gone ashore, and the man at the wheel also recognized the danger of the order. He saw the rocks ahead. When giving that order the captain was drunk. Witness believed he would not have given the order had he been sober. On another occasion while heaving the anchor witness received a kick on the face from the captain. He made an entry in the log to this effect, to which, on reading next morning, the captain objected, and, pulling a revolver from his pocket, threatened to shoot witness. He ran to his room, and the master followed, calling upon the carpenter to burst open the door. The captain found it was open, and thereupon fired a shot into the room, the bullet striking the side of witness's bunk. Witness was from 30 to 40 hours in hiding from the captain, to whom he went after finding he had sobered down a bit.

There were a number of similar scenes on the ship, and at Iquique the Chelmsford was known as "the floating pub." The bottles of whisky which were sold to the crew were carried on the accounts of the ship as shirts, and the crew wore out a lot of them. After hearing all of the evidence on both sides, the court unanimously decided that the charges were proven, and they canceled Captain Thompson's certificate as master. The court also volunteered the opinion that the evidence disclosed a condition of things which they did not believe to be possible on board a British ship.

LAUNCH ELF SANK.

Ran Too Close to Oopack, and Was Struck by Propeller.

ASTORIA, Or., May 14.—The launch Elf, belonging to Captain John Reid, met with an accident this afternoon, and as a result sank in about 10 feet of water below the Elmore cannery. She was taking Captain Pease down to the steamship Oopack, and when crossing under the steamer's stern ran too close and a blade of the Oopack's propeller struck the hull of the Elf, knocking a hole in it. She began to leak rapidly, and was headed for shore, which was reached just as the launch sank. Steps will be taken to raise her immediately.

Bill of Sale for Electric.

A bill of sale was filed in the Custom-House today, whereby Myra Babbidge transfers the steamer Electric to the Thlinket Packing Company. The consideration is $4300. Captain Babbidge is under contract to the Government until July to furnish a quarantine steamer suitable for the business, and the Electric has been used for that purpose. When he made the sale of the steamer Electric he believed he would have no difficulty in securing another boat, but has been unable to do so, although he has had several offers, but at the last minute all were withdrawn. It is possible that Captain Babbidge can secure the consent of the owners of the Electric to retain her for a short time longer.

THE SHIPBUILDING COMBINE.

Control of Bethlehem Steel Works Soon to Be Arranged.

PHILADELPHIA, May 14.—The North American says:

Control of the Bethlehem Steel Company as the first positive step in the organization of the Vickers-Maxim-Cramp shipbuilding combine will probably be definitely arranged for this week. Negotiations to this end, actively begun 10 days ago, have reached a crisis, and in the opinion of Bethlehem stockholders the deal will be closed this week.

"There is nothing to say now, but there probably will be before the end of the week," a Bethlehem stockholder said today. "If a sale of stock results all will get the same price as the large holders, who will insist, before agreeing to sell their stock, that the purchasers shall agree to take all other stock on the same terms. The big fellows have no intention of selling out and leaving their associates in the lurch."

It is believed the purchasers will have to pay $30 a share, or an approximate total of $10,000,000.

CYPROMENE REACHES PORT.

Late Arrival Will Probably Figure in the May Wheat Fleet.

The British ship Cypromene, which was ordered north from San Francisco Heads, May 1, arrived in at Astoria last evening, and as her cargo is awaiting her on the dock, she will probably figure with the May wheat fleet from this port. The Cypromene was chartered several weeks ago at 36s 3d, which makes her the cheapest ship in the river. Rates have advanced materially since she was fixed, on account of the brightening prospects for the California crop. From present indications, California will need considerable ballast tonnage this year, and as the west coast of South America seems to have a greater surplus than any other quarter, the Bay City will probably head off a number of ships which otherwise might be available for Portland loading. The H. Hackfeld, which made a very long trip from New York to Nagasaki, is maintaining her reputation, and will soon be overdue from the Japanese port.

Another Oriental Line.

NEW YORK, May 14.—The Staats Zeitung tomorrow will say that negotiations are drawing to a close between the Hamburg-American line and the Atchison, Topeka & Santa Fe Railroad Company to establish in connection with that transcontinental road a steamship line between San Francisco and the far East, touching Honolulu, Yokohama, Hong Kong and Shanghai. Within a year a line of freight steamers will be running, and six steamships of 16 knots' speed will be contracted for and put in service for passengers within two years. The acquisition of the Atlas line of West India steamers was a mere detail of this plan.

The Oopack in Port.

The United States transport Oopack arrived in from Tacoma yesterday morning and left up in the afternoon. She will reach this city early this morning, and will be given quick dispatch. About 2000 tons of hay and oats are waiting for the transport at the Alaska dock. The horses, which were purchased for the Philippine service, will not be shipped on the Oopack, as her equipment for carrying horses has been removed. Until a transport can be secured for handling them, they will remain at the Vancouver and Walla Walla barracks. This is the first visit of the Oopack to Portland, although several other China Mutual steamers have loaded here.

New Docks at Bristol.

LONDON, May 14.—Under guarantee of £10,000 for the faithful performance of the work, the Bristol corporation leased today for a term of 75 years an important site at the Avonmouth dock to H. C. Cooke, of New York, for the erection of an immense cold-storage warehouse on American plans. The new warehouse will be used in connection with the Elder, Dempster & Co.'s newly established fruit trade between the Island of Jamaica and Bristol. Parliament is about to sanction the construction of new docks at Bristol to accommodate this trade.

Passengers on Empress of India.

VICTORIA, B. C., May 14.—Among the arrivals from the Orient on the steamer Empress of India today were Sir Walter Hillier, diplomatic adviser to the British forces in China; Minhuiche, Corean Minister to Washington; Baron von Perbundl, of Count von Waldersee's staff; Prince Ibraham Hassan, a cousin of the Khedive of Egypt; Captain Murray, Lieutenant Beecher and Messrs. Beecher, Loring and Harvey, of the Guam Survey Board, returning from the American island, where they have been engaged on Government survey work, together with a long list of other notable passengers.

Wreck of Colusa Found.

NANAIMO, B. C., May 14.—The wreck of the American ship Colusa has been found in a rocky cove at the southwest side of Reunik Sound, Queen Charlotte Island. The ship was apparently stripped by the crew and abandoned at sea. No trace of campfires or other signs of human occupation could be found around the cove. The ship's name is still on the stern, with the letters "U. S. A."

Domestic and Foreign Ports.

ASTORIA, May 14.—Arrived at 11:50 A. M. and left up at 4:20 P. M.—British steamship Oopack, from Manila, via Puget Sound. Arrived at 7 P. M.—British ship Cypromene, from Pisagua, via San Francisco Heads. Condition of the bar at 4 P. M., moderate; wind west; weather cloudy.

Hoquiam.—Arrived May 13—Schooner Charles R. Wilson, from San Francisco, for Aberdeen; schooner General Banning, from Altata, Mexico, for Aberdeen; schooner Reporter, from San Pedro, for Hoquiam.

San Francisco, May 14.—Sailed—Steamer Warren, for Seattle; steamer Arcata, for Coos Bay; steamer Matteawan, for Tacoma; steamer South Portland, for Seattle. Arrived—Steamer Coquille River, from Gray's Harbor; steamer Fulton, from Gray's Harbor; schooner Volunteer, from Columbia River; schooner Lily, from Umpqua; schooner Coquille, from Coquille River.

Port Townsend, May 14.—Arrived—Steamer Glenesk, from Manila. Sailed—Bark Carondolet, for Callao.

Port Ludlow, May 13.—Sailed—Steamer Calthness, for Port Pirie.

Seattle.—Sailed May 13.—Steamer Victorian, for Skagway. Arrived—Steamer Dirigo, from Dyea; 14th, steamer Senator, from Port Townsend.

Port Townsend, May 14.—Arrived—British steamer Glenogie, from Hong Kong.

Redondo.—Arrived May 13—Schooner Orient, from Gray's Harbor.

Seattle.—Sailed May 13—Chilean bark Latona, for Port Blakely.

Falmouth.—Arrived May 13—British ship Langdale, from Portland; passed May 12, British ship Dunsyre, from Portland for United Kingdom.

Hamburg.—Arrived prior to May 13—German ship Maipo, from Portland.

Antwerp.—Arrived May 13—British ship Leicester Castle, from Oregon.

Yokohama, May 14.—Arrived—Duke of Fife, from Tacoma and Victoria, B. C., for Hong Kong.

New York, May 14.—Sailed—Servia, for Liverpool; Georgic, for Liverpool.

Rotterdam, May 14.—Arrived—Potsdam, from New York.

Boulogne.—Sailed May 13—Phoenicia, from Hamburg, for New York.

Liverpool, May 14.—Arrived—Parisian, from Montreal; Sylvania, from Boston.

Plymouth, May 14.—Arrived—Graf Waldersee, from New York.

Cherbourg, May 14.—Arrived—Steamer Graf Waldersee, from New York via Plymouth for Harbor, and proceeded.

MRS. NATION GUILTY.

Convicted of Joint Smashing in a Topeka Court.

TOPEKA, May 14.—The jury in the case of Mrs. Nation, charged with joint-smashing, this evening returned a verdict of guilty. The trial was before the district court and sentence will be pronounced tomorrow. It is the general impression that she will be released on the payment of a fine and costs. The trial of the case began yesterday. Today the defense had its inning and made no effort to deny the truth of the accusation. An effort was made, however, to prove that Mrs. Nation was insane at the time of the raid. The jury was out only a short time. The verdict is a general surprise, as it was generally expected that the jury would hang or bring in an acquittal. Mrs. Nation was convicted for breaking into Ed. Murphy's joint one Sunday morning last February.

IMPORTANT TESTIMONY.

Portland, Or., May 10, 1901.

To whom it may concern:

For more than 20 years I have been a sufferer from sick headache. I have been much troubled with constipation all my life and for more than two years I have been greatly annoyed with a distressing form of diabetes. About two months ago I began drinking "Whitter Medical Springs Water" and have continued its use to the present time. As a result I have not been afflicted with even as much as a symptom of sick headache since I commenced using this water. My constipation has disappeared and my bowels move regularly and I am no longer harassed with sufferings from diabetes. Prior to beginning the use of this water I had tried nearly all sorts of remedies without avail as to any of the above-named ailments. It therefore affords me pleasure to give these words of testimony as to the merits of the "Whitter Medical Springs Water."

H. W. PARKER,
Foot of Mead Street, Portland, Or.

Dr. Sanford's Liver Invigorator.

The best liver medicine. A vegetable cure for liver ills, biliousness, indigestion, constipation, malaria.

FORESTERS IN SESSION

GRAND COURT OF OREGON CONVENED AT SALEM.

New Officers Have Been Chosen—Astoria Will Be Next Meeting-Place.

SALEM, May 14.—The Grand Court of Oregon, Foresters of America, convened in this city in biennial session today, with Grand Chief Ranger Frank T. Rogers, of Portland, in the chair. The principal business transacted today was the selection of Astoria as the place for holding the next meeting, and the election of the following officers:

Grand chief ranger, C. G. Burkhart, Albany; grand sub chief ranger, W. H. Klepper, La Grande; treasurer, L. Goldenburg, Portland; grand financial secretary, S. Kafka, Portland; grand recording secretary, S. O. Dillman, Oregon City; grand senior woodward, W. T. Jenkins, Cottage Grove; grand junior woodward, Walter C. Gray, Roseburg; grand senior beadle, George Houghten, Portland; grand junior beadle, W. S. Moen, Eugene; grand trustees, F. W. L. Skibbe, The Dalles, J. G. Stevens, Portland, and August Dehne, Portland. Supreme representatives, A. L. Brown, Salem; John W. Watson, Portland; alternates, Phil Rogoway, Portland; C. B. Clement, Portland.

The new officers will be inducted into office tomorrow. Deputy Supreme Chief Ranger Fred Hortman, of Portland, will conduct the installation ceremonies.

Perfect harmony prevailed in the selection of officers, each of the above having been chosen by unanimous vote of the Grand Court. Albany and Eugene were the other candidates for the place of the next biennial session, but Astoria was chosen on the first ballot, upon the following vote: Astoria, 26; Eugene, 13; Albany, 2.

Committees are formed as follows for duty during this session of the Grand Court:

Press—A. L. Brown, T. E. Moen, J. J. Mulvey.

Credentials—Isadore Greenbaum, J. G. Stevens, James McKinley.

Distribution—S. O. Dillman, A. G. Hoyt, W. H. Klepper.

Laws and Supervision—F. S. Baker, A. L. Brown, A. Brauer.

Acts—A. Schroeder, C. H. Gillette, Walter C. Gray.

Appeals and Grievances—F. W. L. Skibbe, James Trimble, E. L. Gale.

Finance and Taxation—L. Goldenberg, James Bain, Thomas W. Jenkins.

State of the Order—A. E. Schwartz, F. A. Golden, W. S. Moore.

Mileage and Per Diem—F. T. Bourgeous, E. A. Gessall, M. Klapper.

Rules—P. F. Rogoway, H. Cleave, A. Dehne.

The Grand Court will probably adjourn late tomorrow evening.

At tomorrow's session the Grand Court will dispose of several propositions to amend the by-laws of the order.

Tendered a Banquet.

This evening the members of Court Sherwood, of this city, gave an informal banquet in honor of the visiting delegates. Colonel Hofer delivered an address of welcome. This, with a few brief remarks from Grand Chief Ranger-elect Burkhart, constituted all the speech-making. The larder of the Salem Foresters was full and the guests ate, drank and were merry with their hosts, as they engaged in social conversation or listened to the lively music discoursed by the orchestra.

POSTMASTERS ORGANIZE.

Several Marion County Officials Think Their Salary Is Too Low.

SALEM, May 14.—Several fourth class postmasters of Marion County held a convention here today. The object of the meeting was to secure better compensation for their services. The officials assert that they are the poorest paid of all postoffice employes. W. S. Watters, of Stayton, was elected chairman, and W. J. Clarke, of Gervais, secretary. Committees were appointed to carry out the object for which the convention was called, and to report at a meeting to be held in June.

ALGER GOING TO EUROPE.

Expresses Himself on the Philippine and Cuban Questions.

NEW YORK, May 14.—General Russell A. Alger, former Secretary of War, Mrs. Alger and Russell Alger, Jr., are in this city and will sail tomorrow for Europe, to be gone about three months. General Alger's health is much better than while he was Secretary of War, but he has not entirely recovered. Much of his time abroad will be spent at Carlsbad.

"I would have captured Aguinaldo two years ago if I had been allowed to follow my plans," declared General Alger in an interview last night. "His capture broke the backbone of the insurrection. The Philippine War is now a thing of the past.

"The Cuban question will not be finally settled until Cuba is a part of the United States," continued General Alger. "It should have the same status as Hawaii. It will not be taken by force, but the intelligent people of Cuba will ask to become a part of this country. When it does values there will quadruple."

When asked how the people of the West regarded the mad speculation in Wall street during the last 10 days, Mr. Alger said:

"They view it very much in the same way the people of the East would a cyclone sweeping over the West. But they cannot see how men will so lose their heads and go down to ruin. Speculation is a bad thing. The man who speculates and wins is ruined, because he is then unfitted for anything else. The unfortunate who loses is down and is never heard of again."

General Alger said he had closed out all his timber interests on the Pacific Coast and will upon his return devote himself to his properties in Michigan.

SPORT OF PORTO RICANS.

Attorney-General Decides That Cockfighting Is Illegal.

SAN JUAN, Porto Rico, May 8.—Attorney-General Harlan has decided that cockfighting is illegal, so about the only amusement of the Porto Ricans is to be taken from them.

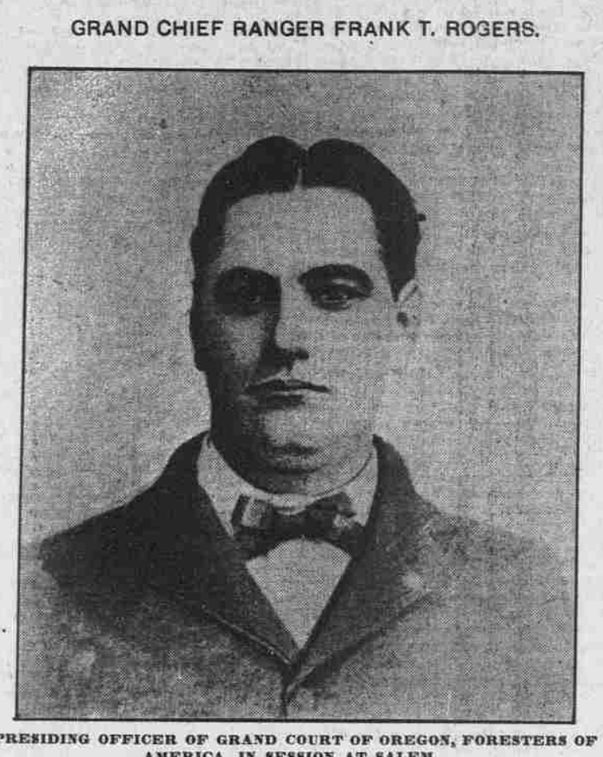
In May 1899, a general order was issued which officially approved the regulations of the local Society of the Prevention of Cruelty to Animals. One of these regulations prohibited cockfighting, but the order was never enforced. The matter was brought up a few weeks ago on account of the usual Spring "fiestas" in the country towns, where cockfighting is the chief attraction. The Attorney-General was asked to decide whether the general order of the military authorities was still law. He held that it must be considered as a general police regulation to be enforced as are other laws.

The penalty provided is heavy. Owners of buildings where cockfights are held are liable to a $60 fine. Spectators are liable to a $3 fine and those who manage the affair to a $15 fine. Those arrested a second time for the same offense are liable to a double fine.

Sports are entirely lacking in Porto Rico. The small boys are just beginning to know about baseball, and in a few years that game may become popular, but to deny the people of the country cockfighting is to take from them their principal recreation. Chief of Police Fechter said yesterday that he was in favor of cockfighting and did not intend to hunt for cockpits. Any pit against which a complaint might be made would be raided, but no wholesale arrests would follow. The chief evidently goes on the principle that a custom of 300 years' standing cannot be uprooted in a day.

"Three things—drinking, gambling and cockfighting," said he, "must always exist here."

GRAND CHIEF RANGER FRANK T. ROGERS.



PRESIDING OFFICER OF GRAND COURT OF OREGON, FORESTERS OF AMERICA, IN SESSION AT SALEM.

THE PANAMA CANAL.

President Hutin Goes to Washington Hoping to Sell It.

NEW YORK, May 14.—President Maurice Hutin, of the Panama Canal Company, is in this city. He came to America three months ago from Paris with the object of selling the canal to the United States Government. He has made a visit of inspection along the canal route from Colon to Panama and has spent some time in Washington.

"I am unable to state at present the nature of the proposals I have made to the Government or what has been done in the matter," said he yesterday. "The canal commission will finish its discussion of the question in a few days, and then I shall be at liberty to talk. As the canal stands now, it would take about seven years to complete it. Most of the difficulties complained of have been done away with and it is a practical scheme. At Culebra, where there was a deal of blasting done, excavations have been made to a depth of 60 metres."

Asked as to the price demanded for the canal, Mr. Hutin said:

"I am not at liberty to give any figures until the matter has been settled. I am returning to Washington and expect a speedy settlement."

Contests His Wife's Will.

NEW YORK, May 14.—William H. Williams, the husband of Mrs. Althea Virginia Williams, who died recently in this city, has filed a contest to the probate of the will. Mrs. Williams, who had not been on good terms with her husband, left all her property, valued at over $30,000, to her cousins, with the exception of a few small bequests, cutting Williams off with $10.

Williams, who is in San Francisco, alleges that his wife's faculties had been so far impaired by disease as to make her an easy dupe of the arts and intrigues of those by whom she was surrounded. He also alleges that she, while under the influence of drugs, made a different disposition of her property from what she would otherwise have done. The will was obtained, it is alleged, by fraud, circumvention and undue influence.

King Thanked Utah Legislature.

SALT LAKE, May 14.—Governor Wells today received through the Secretary of State at Washington a letter from Lord Lansdowne conveying the thanks of King Edward of England to the Utah Legislature for the resolutions of condolence passed by that body at the death of Queen Victoria.

WHAT SHALL WE HAVE FOR DESSERT?

This question arises in the family every day. Let us answer it today. Try Jell-O, a delicious and healthful dessert. Prepared in two minutes. No boiling! no baking! simply add boiling water and set to cool. Flavors: Lemon, Orange, Raspberry and Strawberry. Get a package at your grocer's today. 10c.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

TO PROMOTE DAIRYING

EFFORTS OF SOUTHERN PACIFIC TO STIMULATE INDUSTRY.

Woodburn Grange Meeting Addressed by Dairy Expert Smith and Freight Agent Lounsbury.

WOODBURN, May 14.—The opening meeting of the Farmers' Grange, held at Woodburn last Saturday, was well attended, giving evidence that considerable interest is manifested on the part of the people in this community in the efforts which the Southern Pacific Company is making to stimulate and advance the dairy industry in the Willamette Valley. Mr. C. L. Smith, formerly of the Farmers' Institute, and dairy inspector in Minnesota, and H. E. Lounsbury, traveling freight agent of the Southern Pacific Company, were present and addressed the meeting.

In a few well-chosen remarks Chairman Voorhies introduced the visitors and explained that the audience assembled had come together for the purpose of hearing about the latest methods of dairying and farming now being pursued in other sections of the country, and said that he for one was glad to be present on such an occasion.

The first speaker was Mr. Lounsbury, who was called upon to tell why railroads are taking an interest in the welfare of the farmer by encouraging the development of dairying and diversified farming. He said:

Development Due to Railroads.

"Seventy years ago, when Stevenson perfected the first successful locomotive that hauled passengers in the roughly-constructed coaches of that period between Liverpool and Manchester, no one ever dreamed or had the remotest idea of the advancement which would be made in railroading in the years to come. Success was no sooner attained, however, than railroad buildings came popular in England and America, this country now being spider-webbed with railroads running in all directions from East to West and North to South.

"It has been truthfully said that civilization follows the railroads, and when we realize by comparison the difference in conditions existing in Western Oregon in 1843, when the first government organization of the State was formed at Champoeg, and the advanced condition of this section at the present time, we know that such is the case. Progression is the watchword of the hour. We either progress or go backward. There is no such thing as standing still, and in the march of progression the competition of others striving for the same end spurs us on to the attainment of better results.

"In the early days of railroading, it was the practice for the railroad agent to stay in his office and wait for the business to come to his road. Competition has caused this old-fashioned method to be discarded long since, and today the railroad that would be successful must send the agent after the business. And the best enlightened traffic officials of the day are seeking to make business where none formerly existed. This is the reason why we have Mr. Smith here today.

Diversified Farming Profitable.

"Study and comparison of farming and industrial conditions in one section of the country as compared with another shows, that where the farmers are engaged in dairying and diversified farming the community is prosperous. Mr. Smith will probably tell you how to make dairying pay the running expenses of the farm, while there are numerous other things, such as by-products, fruit orchards, hop-yards, etc., which, if engaged in in addition to dairying, would bring in a revenue which might be considered as nearly all profit. We all know that the farmer is a good spender, hence the more he makes over running expenses the better will be the food provided for his table; his family will wear better clothes; his home will be furnished with better furniture; he will make improvements on the farm and travel around on business and pleasure. This means increased business for the merchant, professional man, banker and railroads.

Good Market for Dairy Products.

"Considering the establishment of a good many new creameries in the Willamette Valley during the past year, the production of creamery butter in this state has probably been double that of former years, and yet it is not being overdone. This is so because all of the output of the creameries in Oregon is contracted for by Portland and Seattle dealers who stand ready at the present time to contract for all that they can get. These dealers have demonstrated that butter packed in hermetically-sealed cans finds ready sale in Alaska and the mining districts of Eastern and Southern Oregon. A firm in Portland secured the Government contract to supply the army with a certain amount of creamery butter for use in Alaska and the Philippines, and experienced considerable difficulty in getting together a sufficient amount for this contract."

Mr. Smith was next introduced and caught the attention of his hearers at once by a few biographical reminiscences. He said that one farmer living just across the road from his neighbor and farming identically the same quality of soil always had good, profitable crops, while the other fellow constantly run behind. The less fortunate man would never admit that the successful one knew more about farming than he did—of course not—but looked upon it as "fool luck."

Brains Must Be Mixed With Labor.

"The farmer in some localities," he said, "is looked upon as a crank, but the difference between the earnings of this man and the other is not the result of any more labor, sometimes not so much, but represents the value of 'brains' used in connection with labor. The latest methods are the results of experience on the part of others who have improved upon the old ways of doing work and cast them aside. In this connection the State Agricultural College at Corvallis is doing valuable work for the farmer, and the farmer who fails to take advantage of the information gained by experimental demonstration is negligent of his best opportunities. The bulletins of the experiment station are sent free upon application to all the farmers in the state, and every farmer ought to study them carefully and avail himself of the suggestions contained therein.

"There was a dairy convention held at Albert Lea, in Freeborn County, Minnesota, 17 years ago, at which I was invited to make an address. In the forenoon of the day of the meeting I went through the town and found 76,000 pounds of farmers' dairy butter stored in the basement of the stores. The merchants had paid 7 and 8 cents per pound in trade for it, and were offering to sell it to a soap factory for 5 cents per pound, but even the soap factory did not want it. In my talk at the convention, I roasted the farmers for wasting their cream.

First Co-Operative Creamery.

"About a year after that, some of the Danish farmers in that county were visiting in Iowa and saw a separator creamery, which was a new thing then as most of the creameries at that time gathered cream raised in the deep setting cans. They were favorably impressed, and when they got home called a meeting and told what they had seen. The result was the organization of the first separator co-operative creamery in Minnesota. Twelve years later I attended another dairy convention at Albert Lea, and found that Freeborn County was then sending out $750,000 worth of creamery butter per year.

"Before the introduction of co-operative creameries in Minnesota the farmers depended almost wholly on wheat. They thought it would not pay them to fool away their time raising anything else. The adoption of the co-operative creamery, however, changed the whole condition of things. There are now about 900 creameries in that state, about 500 of which are co-operative. Before the creameries were established very few farmers had bank accounts, but now in the sections where creameries abound, the banks are filled to overflowing with money, and it is very hard to either lend money or buy land. The steady income throughout the year helps men to get out of debt and stay out of debt. Actual experience proves that $400 per year paid in monthly installments gives more comfort and better living to a family than $600 a year paid in one lump sum.

Fine Willamette Valley Prospects.

"This is my first visit to the Willamette Valley. I had heard a great deal about it, but was surprised at finding conditions for dairying even better than I had supposed. All grasses seem to thrive luxuriantly wherever planted, and the red clover, which is one of the very best plants both for pasture and hay, is the best I have ever seen in the United States, and I have been in almost every nook and corner of the continent. For restoring fertility to worn-out land, nothing is better. My attention was recently called to a tract of clover cut twice for hay last year, which now stands eight inches high, a remarkable growth in that length of time. I have seen some fine fields of vetches, a most excellent forage plant for cattle, sheep and hogs, and while lately at the Corvallis Agricultural College, saw a field of rape which was closely pastured last season, is now growing to seed and stands over 30 inches high."

At the close of Mr. Smith's address, every farmer present was invited to ask questions and take part in discussing subjects of interest. A number of farm topics were freely discussed and a very pleasant feature of the meeting was the unanimous vote of the entire assembly to the effect that they had been benefited by attending the Grange on this particular occasion.

AT THE HOTELS.

THE PORTLAND.

Mrs H D Gaines, N Y
L L Moore, Seattle
Wm A Pinkerton, Chg
S A Strauss, N Y
F C Tollett, Hastings
Wallace Fritz, Cincinn
M A Dunham & wife, Pomeroy, Wash
C S Warren, Butte
H Stevenson, Ainsworth, B C
W H Parsons & w, Chg
G G Wentworth, Tacoma
L Frank, N Y
A P Ray, Chicago
H P Hepburn, Columbus, O
Miss Hepburn, do
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J A Middleton & wf, St Louis
W R Young, San Fr
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Richard Murr, Seattle
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J C Mackinnon, city
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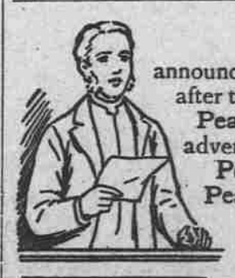

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