MORE STATES IN

Middle West Coming to Portland Fair.

WISCONSIN SETS PACE

Gives $50,000 and Will Send Legislators in Special Train.

ILLINOIS WILL ALSO BE HERE

C. H. McIsaac Returns From Exploitation Field With Cheering Reports of Interest Shown by the Middle West.

Colin H. McIsaac, assistant director of exhibits, who returned yesterday from a trip of three months to the St. Louis Exposition and the East, brings the welcome news that the State of Wisconsin will participate in the Lewis and Clark Exposition. Fifty thousand dollars will be set aside at the coming meeting of the Legislature for the erection of a Wisconsin pavilion and the preparation of an exhibit that will do the state credit.

When the Wisconsin Legislature meets on January 11 Governor LaFollette will send a message asking the assembly to make the appropriation. The bill will pass the House and also the Senate. Immediately thereafter Grant Thomas, who was special commissioner from Wisconsin to the St. Louis Exposition, will leave for Portland with the plans of the Wisconsin pavilion in his pocket. As the bill for the appropriation will contain the emergency clause, he will have ready money with which to work, and the contract will be let immediately upon his arrival here.

Official Party Coming.

It is also certain that Governor LaFollette, his staff and the majority of the State Legislators will be here for the opening services of the Exposition. A special excursion train, carrying the official party will leave Madison shortly after May 15 and proceed to Portland over the Northern Pacific. The train will make its way leisurely across the continent, but will arrive in ample time for the party to be present on the opening day. The return will be made over the Union Pacific lines.

In Madison, Mr. McIsaac held a meeting with the holdover Senators, who are, by one member, the majority of that body. They expressed themselves favorably for state participation. The exhibit and pavilion from Wisconsin is assured, as is shown from the fact that Mr. Thomas, the commissioner-to-be, relinquishes the secretaryship of the Senate in order to accept the office of commissioner to the Lewis and Clark Exposition. The excursion of the state officials to Oregon will, Mr. McIsaac believes, result in much benefit to this state, particularly as Wisconsin capital is greatly invested throughout Oregon in timber lands and mills.

From Madison, Mr. McIsaac proceeded to Milwaukee, where he met members of the Merchants' & Manufacturers' Association. The association holds its annual meeting January 12, at which time the more prominent members will urge endorsement of and participation in the Lewis and Clark Exposition.

At Milwaukee also Mr. McIsaac was the guest at the annual meeting and banquet of the Citizens' Business League. He delivered an address relative to the Exposition and the trade between the Pacific Coast country and the Orient. It was truly a Pacific Coast night, the members of the league expressing themselves as greatly interested in the Coast country and the effect its developmnt will have on the Nation at large. After the address an adjournment was taken, and upon reassembling the league passed the following resolution unanimously, the resolutions being introduced by William George Bruce, the Educational Commissioner from Wisconsin to the St. Louis Exposition and chairman of the Wisconsin Democratic State Central Committee:

Make Strong Indorsement.

"Whereas, The Lewis and Clark Centennial Exposition commemorates an historical event of immeasurable importance to the United States, and at the same time will tend to promote the industrial and commercial growth and welfare of the North Central and Western States; therefore, be it

"Resolved, That it is the sense of the Citizens' Business League of Milwaukee that the great and diversified interests of the State of Wisconsin should be represented in an adequate and comprehensive manner and that the Legislature be urged to make proper provision for such representation."

From Milwaukee Mr. McIsaac journeyed to Chicago, where, after much ceremony, he managed to get an interview with Governor-elect Deneen. The Governor-elect listened with interest when Mr. McIsaac explained that Oregon spent $60,000 on the Columbian Exposition in Chicago, and that the annual trade between Chicago and the Northwest amounted to something like $50,000,000. The interview ended in Deneen's agreement to incorporate in his message to the Legislature a clause recommending participation of the State of Illinois in the Lewis and Clark Exposition. It is anticipated that Illinois will not allow the neighboring State of Wisconsin to outdo the king state of the great corn belt.

Must Boom the Fair.

"An excellent opportunity awaits the people of Portland and of Oregon, as well as of the entire Western country," said Mr. McIsaac. "The time to boost has come. Not that Portland has not boosters, but heretofore such men have not been kindly received by the more conservative element. In the era prior to the Exposition project the attitude of Oregon's citizens was characterized by too much reserve. Just pride in our state was concealed and the concealment did not aid us. Now we will have in the Exposition a conclusive self-demonstration of civic capacity. There will be no bad after-effects of the Exposition; on the contrary, the effect will be a benefit. We will not be undone, but made.

"What we want and will have is a city of people swelling with civic pride, upon whom the mention of Portland will have an immediate and visible effect. We need to manifest enthusiasm and municipal patriotism. As one result of the coming Exposition, Portland should have a well-equipped public museum, an institution which will prove worth all the money expended and all the effort made. We need to prepare to make good impressions on all the visitors who will throng Portland before many months. Visitors judge a city by its looks. They judge the inhabitants by the civic pride they manifest. They determine a city's future by the popular enthusiasm over that city's progress. Portland can well benefit by the experience of other Exposition cities."

Part of the Harvest.

One result of the Oregon exhibit at the St. Louis Exposition was shown yesterday, when a letter was received at Lewis and Clark headquarters stating that the writer, representing a mining company, had noticed at St. Louis a specimen and description, of wolframite, or tungsten, among the mineral exhibits from this state. The writer asked where and by what means he could secure a large specimen of wolframite, and the proper information will be forwarded him.

TOMBSTONE CLUBS ARE FORMED

James W. Casey's Idea Is Followed in Other Cities.

James W. Casey, traveling freight and passenger agent of the Chicago, Milwaukie & St. Paul, has returned from Tacoma, where he has been stationed as general agent for several weeks past, in the absence of W. H. Manney, of that place.

Mr. Casey has returned to find himself famous. Some time ago a story was printed to the effect that a tombstone association had been formed among the traveling men and railroad representatives of the Northwest, and Mr. Casey was mentioned as the secretary and treasurer. John Thanem, a prominent traveling man of the city, was to be the president of the association.

At first, Mr. Casey thought it was funny to be the secretary and treasurer, but now he has changed his mind. On his return from Tacoma he found his desk filled with correspondence, much of which related to the Tombstone Association. Printed pamphlets containing the articles of association and the by-laws of "The Mutual Monument Association," of Fort Scott, Kan., were the first to be opened, as Mr. Casey went over his accumulated pile of letters.

These articles state that the object is to provide a tombstone or monument for each member of the association and to erect the same over the grave of the member, when deceased. If the members are under the age of 20 years, the monuments will cost them $50; for all members between the ages of 20 and 25 the cost will be $75, and $100 for all members over the age of 25. Any person over the age of 5 years and under 65 may become a member of the association by paying an inition fee of 10 cents, if over 10 years of age, and 5 cents for those under that age. All persons who have been continuous members of the association for 45 years prior to the age of 65 shall be from that time exempt from further dues or assessments. The money derived from the dues and fees is to be used in providing monuments for the members wherever they may be.

These associations have sprung up in several parts of the United States since the publication of the first story in The Oregonian telling of the Portland Association. Fort Worth, Tex.; Kansas City, Houston, Tex., and Chicago all have seen the organization of similar associations since the time when Mr. Casey was supposed to have begun to sell shares in his new benefit association. Now the local representative of the Eastern road is sore because he did not in reality float the scheme as he announced in the first place, and is thinking longingly of the surplus dollars being gleaned by the other fellows. He is seriously considering the advisability of fathering his scheme on a business basis.

Railroad Men at Reception.

A. L. Craig, general passenger agent of the O. R. & N., held a reception yesterday afternoon in his office, at which were present the representatives of the steamship and rail lines of the Lower Columbia. It is customary each year for the men representing the different branch lines under the management of the O. R. & N. to meet and discuss plans for the coming year, and to make their reports for the year that has passed.

There was no business of particular interest transacted at the meeting of yesterday, the discussion being along the lines of management and operation.

TALK ABOUT COWS

Oregon Dairymen's Association Opens Annual Session.

ADDRESSES FROM EXPERTS

Ideas Presented on Care of Cows and Raising of Feed—Will Plan Participation in the Lewis and Clark Fair.

Practically every phase of the cattle-feeding business came up before the Oregon Dairymen's Association meeting yesterday. There were a number of able addresses, and questions were asked the speakers freely. An attendance of over 100 was drawn from among the prominent dairymen from all parts of the state. The meeting is the 13th annual convention of the association. It opened in Oddfellows' Hall, at First and Alder streets, where it will be concluded today.

Following the address of welcome delivered by Mayor Williams, and responded to by President William Schulmerich, of Farmington, the members got down to business. There was not a minute of the afternoon session that a dairyman would not have learned something vitally interesting to him. In the morning Dr. William McLean discussed the hygiene of the cow; J. M. W. Bonney, of Woodburn, spoke on "The Farm Dairy," and Richard Scott, of Milwaukie, spoke on the dairy tests of the various expositions, recounting the method used at St. Louis and making some serious objections to it.

Discuss St. Louis Tests.

Later in the day William M. Ladd answered Mr. Scott's objections, stating that the St. Louis tests were very thorough and satisfactory. The tests were paid for by the breeders, but the breeders' associations have, for the most part, expressed an unwillingness to bear the expenses at the Portland Exposition. As dairy tests form the dairymen's competitions they take extreme interest in them, and, as Mr. Ladd pointed out, it will be necessary to hold good tests to show the world what fine cattle there are in Oregon and what they can produce.

Mr. Ladd stated that he now owns the winners of the first five prizes for Jersey cows, at St. Louis, having recently arranged for their purchase. He said he procured the cattle because it was one of his father's requests that a portion of the estate be used toward the propagation of good cattle in Oregon.

Dr. James Withycombe, of the Oregon Agricultural College, opened the afternoon session with a discussion of dairy feeds, which might well have been termed "The Psychology of the Cow."

"Consider the state of mind of the cow you are about to milk," said Dr. Withycombe, "and seek the psychological moment at which to milk her. Don't milk when she is intent on what she is eating. Give her what she likes most to eat, and let her eat it. Then, when she has a satisfied feeling, and is in a good frame of mind, milk her and she will give plenteously and richly.

Study the Cow.

"You have noticed the cow when she hears the bleat of her calf. She stops feeding and her whole mind is intent on that calf and what it is doing."

The vetch is Dr. Withycombe's pet feed. He believes it better than either alfalfa or clover for cattle. Moreover it grows easily in the Willamette Valley, he said, and it enriches the land and is full of the stuff which is good for cows. Feed it generously, he advised, even though it be expensive, and the return will justify the outlay.

Dr. Withycombe's other leading point was the feeding of calves. He believes in the skimmed-milk-fed calf, weaned in 12 hours and within a week placed on a diet of skimmed milk altogether, and soon put upon solid food. Within the first few weeks the future strength and productiveness of the animal is determined, he said.

In the remainder of Dr. Withycombe's speech, and during that of W. W. Cotton, who followed with an address on "Irrigation in the Willamette Valley," the question was the possibilities of alfalfa raising in the Valley. The remarks and discussions brought out the fact that alfalfa will grow in the Valley on certain soils. Mr. Cotton expressed the belief that it would only grow in alkaline soils and that the greater portion of the Willamette Valley has too much acid.

To Neutralize Soil.

Dr. Withycombe did not agree with Mr. Cotton's suggestion that lime would be a fit application to the soil to neutralize the acid, but suggested gypsum. He stated that a Corvallis alfalfa had been raised successfully and very productively on soil not treated at all. But he saw no reason for the adoption of alfalfa in this climate to which it is unnatural when "vetch" is at hand.

Mr. Cotton's chief point was to advise a method by which the long, dry Summer in the Willamette Valley could be broken by artificial means. He pointed out that where water did not have to be raised more than 50 feet a centrifugal pump, operated by a two-horsepower engine, could irrigate 15 acres of land. With the aid of a storage reservoir plenty of water could be obtained from a spring or small stream. One or two irrigations a year, one in July and another in August, would keep fields of clover, alfalfa and vetch producing and supply plenty of green feed, which dairymen generally lack in the height of Summer. He suggested a long canvas hose as a means of carrying the water upon the fields.

H. E. Lounsbury, traveling freight agent of the Southern Pacific Company, suggesting in an address that the railroads were a wonderful boon to dairymen, the veteran Josiah West, of Clatsop County, arose, shook back his long, white hair and asked how it happened then that he used to get better prices for butter before the Northern Pacific was completed.

In turn, Mr. Lounsbury asked him how he would get rid of his surplus butter now if it were not for the railroads.

"Oh, I'm not answering questions," said the old man. "I'm asking them."

Last evening a committee, consisting of Dr. Withycombe, E. T. Judd, A. H. Lea, G. W. Weeks and I. T. Whitney met to draw up resolutions which will be presented before the convention this morning. They will deal principally with questions upon which the Legislature will be requested to act, and upon the obtaining of a suitable exhibit at the Lewis and Clark Fair.

Business Session Today.

Today's programme will be a long one and full of importance. The morning session will begin at 9:45. The day's programme follows:

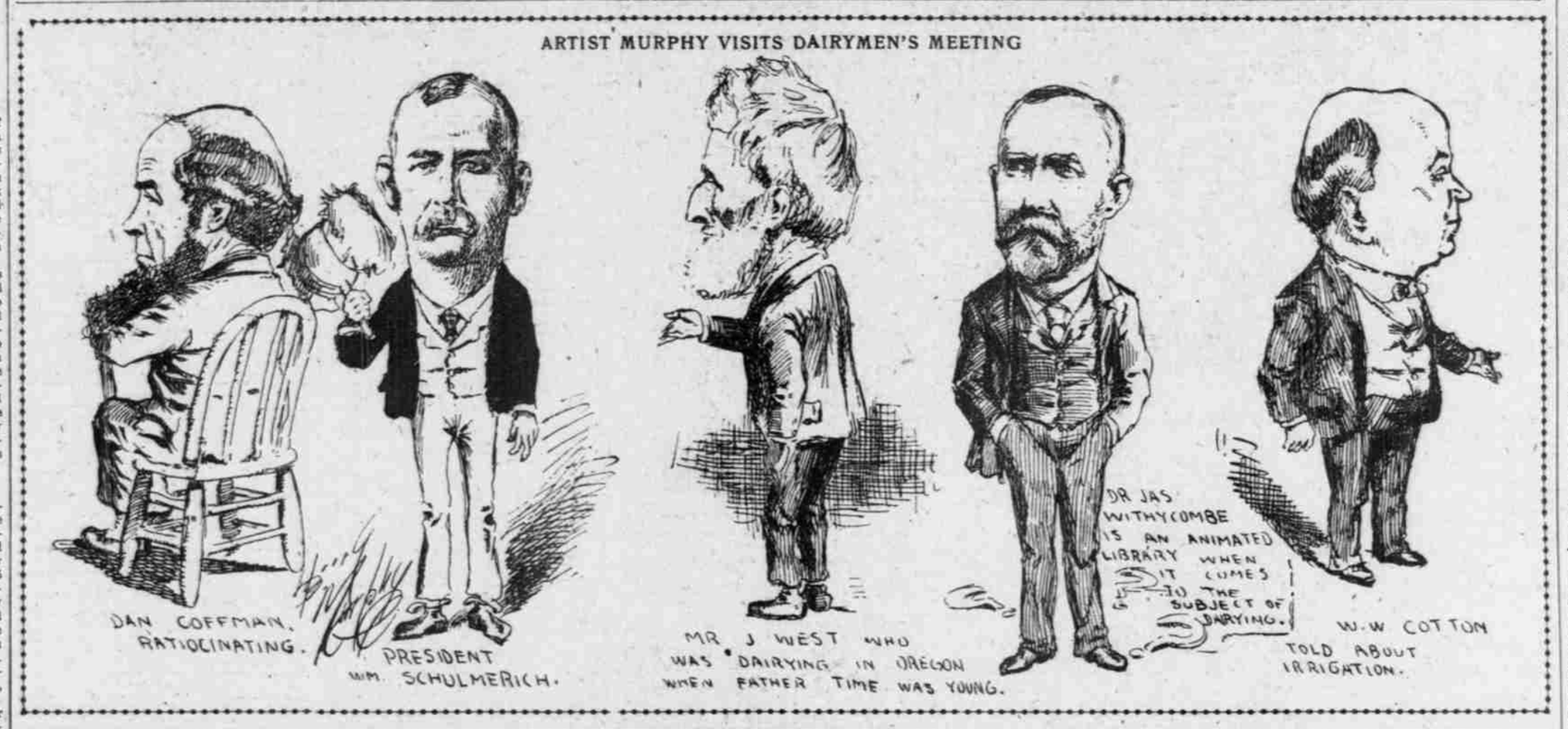
Address, "Needed Dairy Legislation," J. W. Bailey, Portland; address, "Principles of Pasteurization," M. Mortensen, Hazelwood Company, Portland; paper, "Nine Years' Growth of the Tillamook Cheese Industry," P. McIntosh, Tillamook; paper, "Cream Separators, Their Care and Benefits," J. C. Robinson, Portland.

Afternoon business session—Report of secretary-treasurer, reports of committees, election of officers; paper, "Variations of Total Milk Solids," Dr. J. P. Tamiesie, Hillsboro; paper, "Some Improvements in Dairy Machinery," W. H. Monroe, Portland; address, E. A. McDonald, Washington Food and Dairy Commissioner.

Dock for Warehouse.

The Montgomery dock at Albina has been leased to the O. R. & N. Company for a term of years by the J. B. Montgomery estate. The deal has been under consideration for some time and was finally consummated yesterday by J. F. Booth, representing the Montgomery heirs, and officials of the O. R. & N. Company. The company will use the wharf of warehouse purposes and other purposes for its Oriental Steamship line. The owners of the property are having it repaired and supplied with electric lights and other conveniences.

ARTIST MURPHY VISITS DAIRYMEN'S MEETING



TO WORK FOR NEW HIGH SCHOOL

East Side Improvement Association Calls Meeting Friday Night.

W. D. Fenton, president of the East Side Improvement Association, at the instance of the executive committee, has called a general meeting at the Justice of the Peace Court room, on the northeast corner of Grand avenue and East Morrison street, to start a campaign for an East Side high school. Every citizen interested in this movement is invited to attend and to bring a friend along.

ONLY TWO TENDERS

Quartermaster Opens Bids for Lumber for Manila.

BLOCKADE RUNNERS COMING

Tramp Steamers Reported to Have Sailed From Hong Kong for Portland—Fast Vessels for the Japanese Line.

Bids were opened yesterday by Captain Jesse M. Baker, disbursing quartermaster for supplying the department with 2,140,457 feet of lumber for shipment to Manila. The specifications called for the following quantities: Lot No. 1, 191,500 feet and 1, 308, 850, 2290 and 480 pieces; lot No. 2, 300,000 feet; lot No. 3, 262 pieces; lot No. 4, 20,000 feet; lot No. 5, 270,000 feet; lot No. 6, 20,000 feet.

Tenders were made by only two Portland firms, the Portland Lumber Company and the Eastern & Western Lumber Company. Bidders of this city have not had much success of late in securing Government business, which probably accounts for the small number of bids sent in.

The Portland Lumber Company made a lump bid of $22,916 for the entire shipment and stipulated that it could begin delivery within 20 days at the rate of 150,000 feet a day.

The Eastern & Western Company submitted the following bids: Item No. 1, $16 per 1000; No. 2, $15; No. 3, $15; No. 4, $16; No. 5, $16; No. 6, $18. It agreed to deliver the lot at the rate of 200,000 feet per day.

Bids were also opened yesterday at San Francisco and Seattle. Captain Baker will tomorrow open tenders for an additional 300,000 feet for Philippine shipment.

San Francisco Bids.

SAN FRANCISCO, Dec. 20.—Bids for Government contract for lumber to be used in the Philippines were opened at the office of Major De Vol, Quartermaster of the United States Army, at noon. They are as follows:

Pacific Pine Company—Item No. 1, $16 No. 2, $14.75; No. 3, $14.25; No. 4, $15; No. 5, $19; No. 6, $8.95.

Bellingham Bay Company—No. 1, $19; No. 2, $15; No. 3, $13; No. 4, $14; No. 5, $13.50; No. 6, $9.50.

Charles Nelson & Co.—No. 1, $17.50; No. 2, $13.50; o. 3, $13.50; No. 4, $19.50; No. 5, $4; No. 6, $34.

Albion Lumber Company—Item No. 7, $620 for the lot.

Union Lumber Company—Item No. 7, $40.

Robert Dollar—Item No. 1, $18; No. 2, $17; No. 3, $14; No. 4, $17.50; No. 5, $16.50.

Pope & Talbott—No. 1, $16; No. 2, $14.75; No. 3, $14.25; o. 4, $15; No. 5, $19; No. 6, $8.95; No. 7, $37.50.

C. A. Hooper & Co.—No. 1, $15.75; No. 2, $15; No. 3, $14; No. 4, $15.10; No. 5, $19.10; No. 6, $8.90; No. 7, $37.50.

MORE MYSTERIOUS STEAMERS.

Two Tramps Reported to Have Sailed for Portland.

According to the maritime papers, two more tramp steamers are on their way across the Pacific, bound for Portland. They are the British steamship Salfordia and the German steamship Foschan. The former is reported to have sailed from Hong Kong November 14, and the latter on the following day. No one in the shipping business here appears to know anything about the steamers and it is presumed some mistake was made in the report of their sailings, as was doubtless the case with the Ellamy. The Salfordia is a vessel of 2365 tons. She arrived at Hong Kong November 9 from Penarth. No reference to the Foschan can be found in the nautical gazettes.

Rumors are still current, however, that Portland is to be made the point of departure for a number of blockade runners and inquiries are known to have been received by grainmen and millers from agents of the Russian government. No orders have yet been placed, so far as can be learned. The inquiries are for flour, oats and barley, and it is presumed the shipments are intended to reach the Siberian coast about the time the Baltic fleet gets into the Pacific, when the Japanese navy is expected to be busy watching for the Russians. As some of the largest country millers have recently stiffened in their views, in the face of a weak wheat market and a decline in the regular export demand for flour, this leads many to suppose that they have been approached by the buying agents of Russia.

Fast Steamers for Japan Line.

SAN FRANCISCO, Dec. 20.—The Toyo Kisen Kaisha, whose steamships the Hong Kong, America and Nippon, were taken for use with the Japanese navy, will soon be in the field again with three new, fast ocean liners. The company will, it is said, within two months begin work on three 12,000-ton steamers. The material for the liners has been bought in Scotland. The vessels will be built at Nagasaki.

It was the intention to build the liners with a speed of 19 knots. The Japanese government, however, wants the Toyo Kisen Kaisha to build faster boats—at least 21-knotters. As this additional two knots will involve considerable extra expense, the steamship company has asked for a greater subsidy than it was originally agreed to give them. This is now under consideration at Tokio, and as soon as it is settled the keels of the liners will be laid.

STEAMER IAQUA IS LIBELED.

Sailor Sues for $10,000 Damages for Injuries.

Fred Bergklint, a sailor on the steamer Iaqua, yesterday filed a libel suit in the United States Court against that vessel and owners.

It is alleged by the libelant that while employed as sailor on the Iaqua and in the performance of his duty on November 24 he met with an accident in which his leg was broken, and which leaves him crippled and maimed for life. The accident occurred, it is further alleged, while handling heavy timbers by means of the machinery on the boat, this machinery breaking and allowing one of the timbers to strike Bergklint. The complaint charges that this accident was due to the carelessness and negligence of the owners of the vessel in allowing the machinery to be used while in a defective condition. The damages asked for are $10,000.

Small Salvage Award.

SAN FRANCISCO, Dec. 20.—United States District Judge Dehaven awarded $200 to the crew of the steamer Rival for towing the steamer Iaqua out of a dangerous position. The court stated that the captain and chief engineer should get $20 apiece, the crew the remainder.

Marine Notes.

The China liner Arabia is due at the mouth of the river today.

The German ship Carl has begun discharging Hamburg cargo at Greenwich dock. She brings 5080 casks of cement, 2000 bundles of strawboard, 1407 bars and 681 bundles of iron, 132 cases of mineral water and a lot of coke.

The steamer Rosecrans arrived at Linnton yesterday with oil from Monterey.

The competition between the Lewis River and La Center Transportation Companies has resulted in another cut in rates by the former, a 25-cent fare each way being announced. The new company has not met the cuts.

Domestic and Foreign Ports.

ASTORIA, Dec. 20.—Arrived down at 4 A. M.—Steamer Whittier and barkentine Fullerton. Left up at 7:30 A. M.—Schooner Mabel Gale. Arrived at 8 and left up at 9:15 A. M.—Steamer Rosecrans, from Monterey. Arived at 9:30 and left up at 11:30 A. M.—Steamer Geo. W. Elder, from San Francisco. Condition of the bar at 5 P. M., obscured; wind south; fog and rain.

San Francisco, Dec. 20.—Arrived at 6 A. M.—Steamer Columbia, from Portland. Sailed—Schooner Borealis, for Columbia River. Arrived—British steamer Elleric, from Portland; steamer Montara, from Tacoma. Sailed—Ship Grenada, from Newcastle, Australia; steamer Arcata, from Coos Bay.

Yokohama, Dec. 20—Arrived previously—Coptic, from San Francisco, via Honolulu, for Hong Kong; Deucalion, from Tacoma for Liverpool and Glasgow; Shawmut, from Tacoma for Manila; Tremont, from Tacoma and Seattle for Manila. Sailed—Sicomedia, for Portland, from Hong Kong.

Trolley for Yakima Valley.

NORTH YAKIMA, Wash., Dec. 20.—(Special.)—The electric railway system for the Yakima Valley now seems to be assured. Robert Strahorn, of Spokane, president of the Northwest Light Company, of this place, said today that he came here to take up the proposition, but on arriving he found that nine local men, representing Eastern capitalists, here figuring on the same scheme, and they asked him to step aside. He agreed to this and made arrangements to furnish electricity for the system. A large power plant is now being constructed by the company for this purpose.