

CRUSADE AGAINST SUMMER FALLOW

Railroad Will Try to Reform Present Methods of Handling Farm Lands.

PLAN OF THE O. R. & N. CO.

Will Run Agricultural Demonstration Trains Through Wheat-growing Districts of Eastern Washington.

One of the most important movements ever undertaken by any American railroad has been inaugurated by R. B. Miller, general freight agent for the O. R. & N. Company. This is a campaign against the practice of Summer-fallowing now general throughout the inland Empire. Under this system half of the wheat fields of the interior lie idle each year. It is planned to correct this practice and make every acre work every year by diversifying crops.

Intent on accomplishing this purpose, the traffic department of the O. R. & N. Company will run a special demonstration train over its lines in Washington. The Washington Agricultural College at Pullman is co-operating fully in the movement and a number of agricultural experts will make the trip and lecture to farmers on doing away with Summer fallowing. The train will start from Pullman, Wash., March 5.

This train is the first of its kind to be run in the history of the Pacific Northwest and the results of its trip may be of the most far-reaching character. The subject to be taken up is all important. Perhaps there is none, say those in close touch with the matter, which promises to accomplish more for the good of the Pacific Northwest. The benefits from the introduction of new methods of agriculture can hardly be overestimated.

General Freight Agent Miller has made a study of Summer fallowing in the inland Empire and is thoroughly informed on the subject. He regards it as a wasteful system of agriculture that is wholly unnecessary. He believes other crops can be grown on wheat lands between wheat crops that will enrich the soil far more than allowing it to lie idle. His most conservative estimate is that \$30,000,000 in wheat will be created in the inland Empire each year by raising crops each year.

Would Mean Small Farms.

The benefits to the whole Pacific Northwest can hardly be overstated, says Mr. Miller. This system of cultivation would mean smaller farms, denser population, heavier railroad traffic, lower rates, increased land values and innumerable other advantages.

The special demonstration train will consist of a special engine, the necessary cars for the carrying of various agricultural products and a passenger coach capable of accommodating from 50 to 60 people. Pullman College experts will be in charge and will make practical demonstrations and give lectures on subjects, which will serve as an education to all persons interested.

Talking of his plan, Mr. Miller said yesterday:

Evils Are Well Known.

The practice of Summer fallow is generally followed in the territory traversed by the O. R. & N. Co.'s lines East of the Cascade Mountains. As is generally known, wheat is the staple crop, but only one crop is produced every other year; that is to say, one-half of the land remains idle each year. This is a waste of land, and the soil is impoverished. It is believed that other crops can be raised on the land now allowed to remain idle, which will not only result in a continuous cultivation of the soil, thereby adding to the production and enhancing its value, but will assist in increasing the yield per acre of wheat when alternated with other crops.

It is for the purpose of demonstrating that crops can be successfully grown the place of Summer fallow, and not only to encourage the farmers in undertaking it, but to bring about an increased yield per acre of wheat and other cereals through improved and modern methods of farming, that the train is run.

Under continuous occupation of the soil, land cannot be so advantageously used as in large tracts as is the case where wheat represents the entire crop, and the diversification of crops will therefore mean that the large holdings, which in many cases consist of from 100 to 2000 acres of land, will be cut up into smaller tracts, each containing a family. This will immigration be stimulated and the population increased, a condition in which every business man, land owner and farmer, as well as the transportation company, is interested.

Under present conditions the failure or partial failure of the wheat crop means much, not only to Oregon and Washington, but to the entire Pacific Coast, because there is nothing else to fall back upon in the sections now devoted to wheat exclusively.

This can only be avoided through the diversification of crops. If the estimated yield per acre of wheat should be placed at 20 bushels, it would require 4,000,000 acres to produce 80,000,000 bushels. It is the fact that only one-half of the land is in crop each year. If, through the continuous occupation of the soil, the land which now remains idle under the practice of Summer fallow could be made to yield a return of say \$10 per acre, it would add \$20,000,000 annually to the wealth of the country, not taking into consideration the increased value of the land itself, which would follow as a natural result.

The continued taking of wheat from land without rotation of crops is shown to be a great evil. It is said by the experience of wheat-farmers in the Red River Valley, Minnesota, once a famous wheat-growing section, where the land has been so drawn upon that from eight to ten bushels an acre is all that is realized at present.

The situation in the inland Empire, while not exactly similar, is not altogether reassuring. In case of a single year of crop failure, wheat being about the only crop, the Pacific Northwest would suffer severely as the result. Traffic is light, the railroads are being practically the only thing produced. The large wheat farms are constantly being enlarged, the big farmers buying out the smaller holdings of their neighbors and adding them to their own tracts. The population is steadily growing smaller in the country districts. This is said to be true of every wheat-growing country in the inland Empire. Towns are growing but the country is being depopulated.

General Freight Agent Miller believes the campaign just begun, which will be vigorously followed up by later special farming trains and other efforts along the same line, will correct all these evils.

Professors from the Washington Agricultural College, who will accompany the farming demonstration special, are Professor E. E. Elliott, agriculturist; Professor George Reverence, professor of agronomy; R. W. Thatcher, C. W. Lawrence, R. C. McCroskey and O. E. Younig. Representatives of the O. R. & N. Company, who will be aboard, are A. Mac Corquodale, district freight agent, Spokane; F. F. Wansley, traveling freight agent, Spokane; R. Burns, district freight

agent, Walla Walla; C. F. Vandewater, traveling freight agent, Walla Walla.

Schedule of Train.

The schedule of the special farming train is as follows:

Leave Pullman March 5, 8 A. M., on time of No. 51-7.

Arrive Colfax 9:25 A. M. and remain one hour.

Leave Colfax 10:35 A. M., arriving at Elburton 10:55 A. M. Remain one hour.

Leave Elburton 12 o'clock. Arrive Garfield 12:15 P. M. Remain one hour.

Leave Garfield 1:15 P. M. Arrive Farmington 1:35 P. M. Remain 40 minutes.

Leave Farmington 2:15 P. M. Arrive Selkirk 2:30 P. M. Remain 15 minutes.

Leave Selkirk 2:45 P. M. Arrive Tekoa 3 P. M. Remain 1 hour.

Leave Tekoa at 4 P. M., changing to Pleasant Valley branch. Arrive at Oakesdale 4:45 P. M. Remain 1 hour.

Leave Oakesdale 5:55 P. M. Arrive Thornton 6:10 P. M. Remain 20 minutes.

Leave Thornton 6:50 P. M. Arrive Sunset 6:45 P. M. Remain 15 minutes.

Leave Sunset 7 P. M. Arrive St. John 7:50 P. M. Remain 1 hour.

Leave St. John 8:20 P. M. Run to Wilona for over night.

Leave Wilona 8:30 A. M. March 6. Arrive La Crosse 9:15 A. M. Remain 45 minutes.

Leave La Crosse 10 A. M. Arrive Pampa 10:30 A. M. Remain 40 minutes.

Leave Pampa 11 A. M. Arrive Hooper 11:45 A. M. Remain 45 minutes.

Leave Hooper 12:30 P. M. Return to La Crosse, arriving 1:50 P. M. Back track to Wilona, arriving 2:35 P. M.

Leave Wilona 2:55 P. M. Arrive Endicott 2:50 P. M. Remain 55 minutes.

Leave Endicott 3:45 P. M. Arrive Diamond 4:15 P. M. Remain 1 hour.

Return to Pullman.

DE LONGPRE MAY COME

FAMOUS PAINTER OF FLOWERS HEARS OF ROSE FESTIVAL.

Will Attend if He Can Complete Engagements in Time—Roses to Be Planted Today.

Paul de Longpre, of Pasadena, Cal., one of the greatest painters of flowers, and particularly roses, in the world, is considering whether or not he shall open a studio in Portland for the week of the Rose Festival next June. The matter was laid before him some time ago, and he promised to come if able to complete before that time some of the many engagements he already had on hand.

If he comes he will be one of the leading figures in the main floral parade of the week, and he will have on exhibition here a collection of his masterpieces, the works that have given him international fame.

The principals of the public schools will meet at 9 o'clock tomorrow morning at the Ladd school, for the purpose of deciding whether or not the school children shall be allowed to appear in the parade set aside for them in the official programme of the week. There is a well-defined disposition on the part of some of the school officials to oppose such a plan on the ground that it is too much of a hardship on the little boys and girls to ask them to march through the streets over such a route as they did last year, but the Board of Education has been assured that the children's parade this year will be a short one and will be carried out more carefully than was the case in last year's carnival. So it is hoped that the principals will give their consent at this meeting, which is to be held at the Ladd school. The action taken on this meeting will be considered at the next regular meeting of the Board of Education, at which time the matter will be finally settled.

Work of planting the remainder of the 5000 rose bushes which were donated by public-spirited citizens last Saturday, will be resumed on the three park blocks today. Delay has been occasioned by the contractor who had agreed to have the fertilizer on hand for the planting day, and this material will not be delivered until some time today. Park Superintendent Monteth will have a large force of men at work just as soon as this preliminary has been taken care of, and three or four expert gardeners will "boss the job" of planting to see that it is done according to the plan of the Park Board.

The block between Salmon and Main will first be taken care of, then the block between Montgomery and Harrison will be set out, and, lastly, the Burnside and Couch-street blocks will be converted into a solid mass of rose bushes. It is expected that all the shrubs will be set out within a week.

Gold Float From Baker.

BAKER CITY, Or., Feb. 27.—If the present plans of the booster organizations in this city are carried to completion, Baker City will have one of the finest floats to be seen in the parade at the Portland Rose Carnival, for it is the present intention to send a monster gold float to Portland to represent this city and the mines surrounding it. No other design could be more appropriate, for the mines of this section are steady producers and the prospects for the coming year are very rosy. The size of the float and its exact design have not yet been decided.

Howard Arrested at Little Rock.

T. S. Howard, former manager of the Willamette Cream Company, who disappeared simultaneously with several thousand dollars of the firm's money last September, is under arrest at Little Rock, Ark. The arrest was made on descriptive circulars sent out by the local authorities. Howard's disappearance was preceded by several months of riotous living, during which he spent more money than he could afford. He then commenced using his employers' money and left hurriedly when an examination of his books was suggested. He was accompanied in his flight by a woman said to be his wife. An officer will be sent after him.

Metzger fits glasses for \$1.00.

TODAY

2:30 P. M.

AT

Lipman-Wolfe's Victor Hall

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I'Pagliacci

(The Players.)

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Words and Music by

R. LEONCAVALLO

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Some Day You'll Come Back to Me No. 526 (Ball) Stanley & Macdonough
Ring the Bells of Heaven No. 525 (Rood).....Haydn Quartet

10-inch—60 cents

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Angel of Love Waltz No. 523 (Waldteufel).....Arthur Pryor's Band
Eileen Aithne Medley No. 524 (O'Connell).....Arthur Pryor's Band
The Dream Waltz (From "A Waltz Dream") No. 525 (Oscar Straus).....Victor Orchestra (Walter B. Rogers, Conductor)
Voice of Love Serenade No. 527 (Schumann)
Corset and Flute Duet.....Kencke and Lyons
Oh, Dry Those Tears No. 528 (del Rio)
Trombone with band accompaniment.....Arthur Pryor
Jewel Song from "Faust" No. 525 (Gounod).....Helene Naldi
Prologue from "Pagliacci" No. 529 (Leoncavallo).....Alan Turner
Good Bye, Sweetheart, Good Bye No. 528 (Von Tilzer).....Alan Turner
The Sailor's Prayer No. 528 (Matte).....Percy Hemus
Two Little Baby Shoes No. 529 (Morze).....Byron G. Harlan
One Little Sweet Little Girl (From "O'Neil's Derby") No. 525 (O'Neil)
Bid Me Good Bye No. 527 (East).....Harry Macdonough
Jesus Christ is Risen Today (Easter Hymn).....Corinne Morgan
(Davidica).....Haydn Quartet
Medley Darling No. 525 (Hays).....Haydn Quartet
Climbing the Ladder of Love No. 525 (Englander)
The Family Tree (Jung Stuntz).....Collins & Harlan
I Got to See de Minstral Show No. 526 (Von Tilzer).....Arthur Collins
Victor Minstrel No. 5 Introduction "Broncho Buster" and "Fride of the Prairie" No. 526.....Victor Minstrel Company
Sim and Sam (Musical Act) No. 526.....Spencer and Mosario

12-inch—\$1

The Bravest Heart May Swell (Gounod's Faust) No. 5160.....Alan Turner

New Red Seal Records

Enrico Caruso, Tenor

Dom Sebastian (Donizetti)—In terra solo (On Earth Alone) No. 8806
12-inch, with orchestra, \$1.—In Italian

Johanna Gadski, Soprano

Standchen (Richard Strauss)—Serenade No. 8706 10-inch piano accompaniment by Frank La Forge, \$2.—In German
Greensleeves (Schubert)—Larghetto at the Spinning Wheel No. 8811 12-inch, piano accompaniment by La Forge, \$2.—In German
Standchen (Schubert)—Serenade No. 8812 12-inch, piano accompaniment by Frank La Forge, \$2.—In German

Bessie Abbott, Soprano

Parla Waltz (Arditi) No. 8810 12-inch, with orchestra, \$2.—In Italian

Marcel Journet, Bass

Conte d'Hoffman (Offenbach)—Air de Donerutto (Daperutto's Air from Act II) No. 7409, 12-inch, with orchestra, \$1.50.—In French
Barbiere (Rossini)—L'acchiuso (Stanter's Whispe) No. 7404 12-inch, with orchestra, \$1.50.—In Italian

Geraldine Farrar—Antonio Scotti

Don Giovanni (Mozart) La ci darem la mano (Thy Little Hand, Love) No. 8905 12-inch, with orchestra, \$2.—In Italian

Bessie Abbott—Mario Ancona

Rispettate (Verdi)—Tutte le feste al tempio Part I (On Every Festival Morning) No. 8903, 12-inch, with orchestra, \$2.—In Italian
Rispettate (Verdi)—Tutte le feste al tempio Part II Si vendetta! (Yes, My Vengeance!) No. 8904 12-inch, with orchestra, \$2.—In Italian

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