HAVE FINE FUTURE

Government Geologist Reports on Coeur d'Alene Mines.

LEAD IN LEAD PRODUCTION

Output of That Metal and of Silver Will Show Steady Increase-Ores Maintain Their Values Remarkably Well.

OREGONIAN NEWS BUREAU, Washington, Sept. 27 .- The Coeur d'Alene district of Idaho has in the last 25 years contributed to the metallic wealth of the country about \$150,000,000. Of this total, about \$100,000,000 was In lead, \$45,000,000 in silver and \$5,000,000 in gold. A production of copper and zinc in the last two years is not includ-ed. But although the district has thus been for several years the greatest lead producer in the United States, comparatively little has been published concern-

ing its geology.

It lies in a region of rugged or dense. It lies in a region of rugged or densely forested mountains, very sparsely settled and poorly provided with roads and trails, and not until the beginning of the present decade was its mapping attempted. It had, however, been known to mining prospectors for 20 years previous, and indeed the story of the opening of the Coeur d'Alene region to mining enterprise may be dated back to the year 1842, when a mission back to the year 1842, when a mission was established by the Jesuits in the Valley of St. Joseph River, a navigable stream which empties into the head of Cocur d'Alene Lake, about five miles south of the mouth of the Cocur d'Alene

Early History of Camp.

Between 1854 and 1863 a wagon-road was built by Lieutenant John Mullan over the Coeur d'Alene Mountains, con-necting Fort Benton with Fort Walla Walla, and this highway, known as the "old Mulian road," was for many years the only line of travel into the region, to whose early development it substan-tially contributed. If it were not for the mines, however, the district would be nearly as complete a wilderness to-day as when the road was constructed, 45 years ago. There is almost no arable land, and the timber, though good enough for mining purposes, would hardly have been sufficient inducement to bring railroads into the region.

Mining is the paramount industry, and on it all others depend. Approxi-mately 4000 men are employed in the mines and concentrating works, and the total population of the district is estimated at \$000 to 10,000.

Surveyed by Government.

In 1900 and 1901 V. H. Manning, of the United States Geological Survey, made a survey of a quadrangular area lying on the western slope of the Cocur d'Alene Mountains, the results of which were published as the "Cocur d'Alene special map." This map formed the basis of geologic field work that was begun in the district by F. C. Caikins, of the Survey, in July, 1903. Mr. Calkins, assisted by W. A. Williams and D. F. McDonald, continued work in the field until October, 1903, and, with Mr. McDonald, resumed it in the Summer of 1904, completing the geologic mapping of the area, while the United States Geological Survey. geologic mapping of the area, while F. L. Ransome, the geologist in charge of the investigation, assisted by E. R. Zalinski, made a study of the lead-silver, copper and gold ores.

Final Report Issued.

A preliminary report on the results of this work was published in 1905, and the final report, unavoidably deand the inal report, unavoidably de-layed by various causes, has just been issued by the Survey, as Professional Papers 62. Part I of this report, by F. C. Calkins, treats of the general geology of the district; Part II, by F. L. Ransome, discusses the economic geology, giving details of the history of mining development and describing the mineralogy, geographic and seathe mineralogy, geographic and geo-logic distribution, genesis, and develop-ment of the ore deposits. The report is profusely illustrated.

Concerning the future of the district Mr. Ransome says:

Future Appears Bright.

"Few districts have shown greater steadiness in production in the past or give promise of more long-contin-ued activity in the future. The pay shoots extend to great depth, with remarkably little change in the character of the ore. Some of the most produc-tive mines are yet in their infancy, so far as deep workings go. The deeper Canyon Creek mines are apparently getting into lean ores and may cease to be profitable in a few years. On the other hand, new discoveries will undoubtedly be made in a district where such an ore body as that of the Her-cules could so long remain unknown, and the total production of lead and silver is likely to increase for several

"In spite of the present activity it is not probable that the district will ever become prominent as a source of cop-per. The sinc output, however, is like-ly to grow larger, and may possibly at-tain considerable proportions."

CITY SEEKING, INVESTORS

Hillsboro Board of Trade Begins Active Campaign for Settlers.

HILLSBORO, Or., Sept. 27.—(Special.)

—Dr. J. P. Tamicsic, president of the Board of Trade, has appointed L. A. Long acting secretary, and a meeting of business men has been called to convene at the City Hall Monday evening. Several parties are writing to the board asking for openings in various industrial lines, and the organization will endeavor to get townsmen to unite in making a strong pull for the advancement of the town.

There is room here for another high

There is room here for another big sawmill, a cannery and several other manufacturing institutions. The new steam laundry is giving excellent satis-faction, and is getting a splendid financial support.

CATCH BASS AT ALBANY

Anglers Rejoice Over Advent of Transplanted Fish.

ALBANY, Or. Sept. 21.—(Special.)—Black bass, which were planted in a lagoon of the Willamette River near Salem only ten years ago, have traveled upstream a distance of at least 50 miles and have become very plentiful in the river in the vicinity of this city. They are spreading more and more, moving up the Willamette and its tributaries and populating many sloughs and lakes which are connected with the



THOROUGHBRED HOLSTEIN-FRIESIAN CALVES WILL BE SHIPPED TO JAPAN.

The three thoroughbred Holstein-Friesian bull calves to right in the picture-The three thoroughbred Holstein-Friesian bull calves to right in the picture—one of which is barely visible—are the product of John L. Smith's Hazelwood ranch at Spokane and were received a few days ago by express by S. Ban, of Portland, who has extensive dairy operations in Japan, to which country these young bulls will be sent next Spring. Mr. Ban laid the foundation of his Holstein herd 15 years ago by a purchase of a thoroughbred bull and cow from Joseph Gaston, since which time he has been in the market for the best young stock in America. His herd in Japan now numbers over 300, all registered or available to registry. The other young animal in the picture is a recent purchase from P. A. Frakes, the Scappoose breeder. All four have been vaccinated and will spend the Winter at Mr. Ban's ranch at Quincy, Wash. The Frakes calf is from the Lake Side show herd, and will be replaced by a young Holstein now coming by express from New York state. one of which is barely visiby express from New York state.

W. S. Risley caught 15 fine bass in three hours' fishing this week. Others have made good catches and the fish are very plentiful in a bayou of the Willamette about three miles south of Albany and in other places near this city. Those generally caught average from one to three pounds in weight. A few of the fish have been captured weighing from five to seven pounds. The bass multiply rapidly in the waters of the Willametta.

ply rapidly in the waters of the Williamette.

About five years ago the first black
bass appeared in the Williamette near
this city. None had been planted here
and they evidently came from near Salem. The first ones were caught in
Third Lake, which is connected with the
Williamette and lies about two miles
north of Albany. About four years ago
some were caught in the river above
this city, but they were very scarce. It
is only in the past year that the bass
have become at all plentiful in the vicinity of Albany.

GRAIN TONNAGE EN ROUTE AND LISTED FOR

PORTLAND-COMPLETE TO SEPT. 27

1781. 1318.

GRAIN VESSELS IN PORT.

Name, Fing and Eig.

Tona Berth.

Aberfoyle, British ship. 1597 Greenwich
Albert Bickmers, German ship. 1856 Oceanic
Asgerd, Norwegian skip 1856 Oceanic
Crown of India, British ship 1776 Stream
Crown of India, British bark 1885 Astoria
Desdemona, British ship 1406 Irving
Daghiid, Norwegian bork 2148 Columbia No. 2
Donna Francesca, British bark 2163 Astoria
Denna Francesca, British bark 2163 Astoria
Guernsey, Norwegian steamship, 2808 Eastern & Western
Henriette, German ship
Henriette, German ship
La Bockplacquelein, French bark 2011 Bunkers
Le Biler, French bark 2036 Linnton
Lepidad, British steamship 3174 Montgomery No. 2
Menderland, Butch steamer 2588 Eastern and Western S
Strathlyon, British steamer 2588 Eastern and Western S
Strathlyon, British steamer 1246 Stream
Wymenian, British steamer 1740. Stream
Wymenian, British shamer 1740. Stream
Wymenian, British shamer 1573 Stream
Wymenian, British shamer 1573 Stream

LUMBER VESSELS IN PORT,

cricana American schooner S39 St. John
ena schooner S37 Astoria
ena schooner S37 Astoria
ele E Smale Australian schooner S39 Astoria
lin American schooner S39 Astoria
lin American schooner S39 Astoria
lin American schooner S34 Portland Lumber Company
o, barkenine S34 Portland Lumber Company
o, barkenine S34 Portland Lumber Company
o, barkenine S49 St. John
ury Villand Australian ship 1432 Astoria
lee American schooner S87 Astoria
lee American schooner S87 Astoria
lee American schooner S87 Astoria
lee Gale American schooner S98 Astoria

Name, Flag and Rig—
Alice, French ship
Armen, Franch bark
Bendree, Norwegian bark
Bendree, Norwegian bark
Bossuet, French bark
Brablock, British bark
Carmaniun, British bark
Carmaniun, British ship
Crillon, French ship
David d'Anglers, French bark
Delke Rickmers, German steamer,
Desafx, French ship
Eugene Schneider, French bark
Falklandbank, British
Fifeshire, British bark
Finland, Russien ship
Franklyn, British steamer
Gen, Faldherbe, Fr. bark
Gulf Siream, British steamer
Joinville, French bark
Killoran, British steamer
Joinville, French bark
Killoran, British bark
K

Norquee, German ship
Oregon, German ship
Port Crawford, British ship
Rechambasu, French bark
Saint Anne, French bark
Sully, French bark
Thiers French ship
Torrisdale, British ship
Turgot, French bark

Alvena, schooner Annie E. Smale, Australian schooner,

Eche, barkentine 639
Gael, French bark 1949
Henry Villard, Australian ship 1432
Irene, American schooner 887
Koko Head, American barkentine 1949
Largiomore, Epitian ship 1786
Mabel Gale, American schooner 619
St. Nicholas American schooner 407
Wr F Jewett, American schooner 407
Wrestler, American schooner 409

rlin, American ship..... archill, schooner scent, American schooner no, barkentine

NEW LIGHTHOUSE TENDERS EN ROUTE TO COAST.

Vessel Is Flagship of Fleet From Staten Island to Pacific Coast Stations.

is only in the past year that the bass have become at all plentiful in the vicinity of Athany.

Some of the fish have been caught recently farther south than Corvallis and they are beginning to ascend many of the tributary streams of the Willamette. They are already becoming plentiful in the Calapoola River, which empties into the Willamette here, and in a short time that stream will be well stocked with the fish.

Local fishermen are rejoicing that the black bass are becoming so plentiful here, for they are pronounced the equal of trout in gameness and flavor. Traveling men who have fished here aver that fishing for bass in the Willamette offers better sport than fishing for the same kind of fish in other places, the local bass being marked by more gameness. The black bass also eat the young carp and are thus rapidly ridding the Willamette offers better sport than fishing for the same kind of fish in other places, the local bass being marked by more gameness. The black bass also eat the young carp and are thus rapidly ridding the Willamette offers that undestrable fish.

Notices to Mariners.

Notices to Mariners.

Notices have been caught recently farther south than 14,000 miles before the lant lantic port September II. and will steam a little more than 14,000 miles before the lantic port September II. and will steam a little more than 14,000 miles before the lantic port September II. and will steam a little more than 14,000 miles before the light of the diminutive fleet, which will proceed over the identical route of the lighting vessets which will proceed over the identical route of the fiest of fighting vessets which a fiest proceed over the identical route of the steam out of Admiral "Bob" Evans.

Local interest centers in the tender of the Columbia River bar. Each of the lightships is provided with steam power and will marganita and lightship No. §2. The Marganita

Notices have been received that saint dees have been received that saint dees Reef whistling buoy. SB2, located about three-eighths miles S. W. by S. from the outer rock on Saunders reef. and 7th miles below Point Arena, is safift, and going south. It will be replaced as ason as practicable. JOHN MYNILITY.

Nautical Expert. Branch Hydrographic Office. Portland, Or.

Lendon Newcastle Newcastle, N. S. W....

Newcastle, N. S. W.
Antwerp;
Hamburg
St. Rosalia
Antwerp
Antverp
Feesan
Antwerp
Valparaiso
Newcastle, N. S. W.
Gasyaquil
Yokohama
Antwerp

Hamburg San Francisco Santa Rosalla Talcahuano

Hamburg London Caliao

Bunkers Sept. 11
Linnton Sept. 29
Dry dock March 6
Montgomery No 2 Sept. 22
Columbia No 2 Aug. 30
St. John Sept. 17
Eastern and Western Sept.
Astoria Aug. 19
St. John Aug. 31
Stream Aug. 30
Stream Sept. 22

.. July 19

Aug. 3

...July 26

Institute Will Celebrate. The Seamen's Institute, Front and

Flanders streets, will celebrate its tenth anniversary tomorrow night. The exer tises will commence at 8 o'clock and James Laidlaw, chairman of the committee, will preside. Following is the programme

Prayer, Chaplain Bernays; chairman's address, James Laidlaw; piano solp, "Nocturne" (Paderewski), Mizs Madeleine Bernays; address, Mayor Lane; tenor solo, Gibson; reading, Miss R. H. Carter; In command of Captain Albert Mertz,
U. S. N., the lighthouse tenders Manzanita, Kukui and Sequoia, and the lightships 88, 92 and 93 are now en route from
Tompkinsville, State: Island, to Pacific
stations. The craft sailed from the Atlantic port September II. and will steam
a little more than 14,000 miles before the
trip is complete. The Manzanita is the
flagship of the diminutive fleet, which
will proceed over the identical route of
the fleet of fighting vessets which
steamed out of Hampton Roads in command of Admiral "Bob" Evans.

Local interest centers in the tender

Manzanite and lichted the state of the state sephine Kerney and Miss Elizabeth Ho-

Big Grain Carrier Due.

The British steamship Knight of the Thistle sailed from San Francisco for Portland at 7 o'clock yesterday norning. Portland at 7 o'clock yesterday norning. She is due to arrive at Astoria tomorrow afternoon. The Knight of 'he Thistie is a vessel of 4286 net tons burden, 275 tons larger than the British stamship on the more technical parts of the Survey, which recently loaded in Portland. The Knight of the Thistie is ander charter to Kerr, Gifford & Co., and will lobtain if this plan is put into which is the same figure demanded for San Francisco loading. This is more evidence of the abolishment of the E differential which formerly existed in favor of the California port.

The Microscopic of the daily readings. On the other hand, if the Survey could be relieved of the cost of daily supervision of the survey could be relieved of the state well adapted to the industry. The sugar factory at La Grande is now a successful enterprise. Its management has been patiently working out all those features that have to do with its success. Originally it had many obstacles, principally the findishment of the survey's figures on floods have always been accepted by the courts as prima fact evidence. If the belief of the railroad authorities is well-doubled in the more technical parts of the surgar industry have not material. Each though there is a number of places in the state well adapted to the industry. The sugar factory at La Grande is now a successful enterprise. Its management has been patiently working out all those features that have to will it have on the survey of the survey is not the industry. The sugar industry have not mander the send of the state well adapted to the industry. The sugar factory at La Grande is now a successful enterprise. Its management has been

Excursion business for the season 1908 closed last night on the return of 1908 closed last night on the return of the steamer Bailey Gazzert from Cascade The boat made her last Sunday trip yesterday with nearly 200 passengers. This morning the Gatzert will leave for The Dalles, making three trips a week and operating opposite the steamer Dalles The steamer Capital City has been tied up for the Winter. Ten days ago the steamer Chas. R. Spencer was taken off the Astoria run. It was not the in-tention to withdraw the boat until Octoher I, but an unfortunate accident to her ies forced Captain Spencer to tle

Sallors and their friends gathered at the hall of the Seamen's Friend Society Friday night and all thoroughly enjoyed the various numbers of the concert which had been prepared for the occasion. The programme follows: Piano solo, Mrs. Buckman; vocal solo, Jones Evane; vocal Buckman; vocal solo, Jones Evans; vocal solo, Mr. Hawker; reading, Miss Hazel Johnstone; vocal solo, Mr. Leenert; vocal solo, Miss Wells; sleight of hand, J. L. Bell; vocal solo, Mr. Richter; reading, Miss Hazel Johnston; vocal solo, Mrs. Hampson; vocal duet, Mrs. Buckman and Miss Wells. Chanties and setting of topsail by Mr. Dempsey and sailors in

Marine Notes.

The British ship Aberloyle was docked at Greenwich yesterday. She will discharge cement. The British ship Wynnstay, in ballast, from Valparaiso, arrived up yesterday.

The steamship State of California is due to arrive tonight from San Fran-

The steamship Magdala is working wheat at Montgomery dock No. 2.
The schooner Crescent is loading lumber for Guyamas at the Portland mills.

Arrivals and Departures.

PORTLAND, Sept. 27.-Arrived-Steam ship Breakwater, from Coos Bay. British ship Wynnestay, from West Count.
Astoria, Sept. 27.—5 P. M., wind, north; ship Wymnestay, from West Coast.

Astoria, Sept. 27.—5 P. M., wind, north;
weather, clear; sea, smooth, Outside, a
large tramp steamer. Arrived at 6 A. M.
and left up at 7 A. M.—Steamer Breakwater,
from Coos Bay. Arrived down at 7 A. M.—
Brittsh Safe Largiemere. Salled at 10
A. M.—Steamer Alliance, for Coos Bay.
Salled at 11 A. M.—British bark Crown
of India, for United Kingdom for orders.
Sailed at 12:30 P. M.—Steamer Santa Rita,
for San Francisco.
San Francisco.
San Francisco Seut. 27.—Salled at 7 A.
M.—British steamer Knight of Thistie, for
Portland. Salled at midnight—Steamer
Homer, for Portland. Salled at d last
night—Steamer Yosemite, for Portland.
San Francisco. Sept. 27.—Arrived—Steamer R. D. Inman, from Astoria; steamer
Colorado, from Seattle; Steamer J. Mariloffer, from Grays Herbor; steamer St. Heiena, from Columbia River. Salled—Schoon
ner W. H. Marston, for Hilo; schooner H.
C. Wright, for Nahuloua; schooner Guide,
for Tillamook

Director of Geological Survey Sends Letter to Companies.

CITY NOT YET SELECTED

Suggestion Made That Daily Readings Be Made at Bridges and Culverts Along Line of

Stations.

OREGONIAN NEWS BUREAU, Wash-

OREGONIAN NEWS BUREAU, Washington, September 28.—Director George Otts Smith, of the United States Geological Survey, has invited officers of the leading railroads of the country to a conference on a co-operative plan by which it is expected the railroads will be able to save thousands of dollars a year. The plan also contemplates effective assistance to the Government on the part of railroads. The time and place of the proposed conference is to be agreed on later.

The scheme, which has already been approved by a number of the engineers of the big lines, is one for the gathering of facts as to the amount of water flowing in the rivers of the country under certain conditions and in different periods of the year. Naturally, the railroads have been chief sufferers from floods in the basins where their tracks lie. They have suffered not only from damage to their own property, but they have been sued by other corporations and private citizens on the ground that their bridges and culverts were the causes of flood damage. The railroad authorities have felt that many judgments against the roads might not have been rendered if they had been able to produce authentic figures on floods. But they have not been able to do this. The National Conservation Commission has been advised of the proposel plan and whatever results come from it will undoubtedly be considered by the Commission at its joint meeting with the Governors of the states, or their representatives, here next December.

The Survey suggests that the rail-

next December.

next December.

The Survey suggests that the rallroad companies establish gauges on
their bridges and culverts and appoint
some of their employes to take daily
readings. The Survey agrees to have
its experts make frequent visits to
those stations and take actual current
moter measurements so that a rating
table of each channel will be available.

For many years the Survey has been studying the difference in the flow of rivers in various basins in the coun-try. At present it is engaged in putting the information gained by its study into shape for the use of the National Conservation Commission, to-gether with other information which it is gathering especially for the in-ventory of the country's natural re-sources that the Commission is preparing. The Survey has been unable to ex-

tend its observations to many regions where the information would be of vital importance because it lacks funds. The co-operation of the railroads would permit the Survey to cover many

other regions.

The expense to the railroads, under this arrangement, would be triffling, the Survey authorities say, because the roads could designate men already on their pay rolls, such as draw tenders, tank men, or water station engineers to take the daily readings. On the other hand, if the Survey could be re-lieved of the cost of daily supervision of the gauges, it would be able to carry

great expense, a large amount of valuable information, which could be made of high value to all the railroads if it were gathered together and compiled. This material would also contributs largely to the general study of the water resources of the country which the Survey has been carrying out for a number of years and upon which it is particularly busy just now in the com pilation of all available information along these lines for the use of the National Conservation Commission.

DALLAS BUSINESS THRIVES

IMPROVEMENTS IN THE CITY

PROCEED BRISKLY. Sixteen Blocks of Cement Sidewalk

Have Been Completed During Last Twelve - Month.

DALLAS, Or., Sept. 27.-The abatement of business activity in many of the smaller cities of the Willamette Valley during and immediately after the financial depression of the Fall of 1907 was less marked in Dallas than in the mafority of the near-by cities, and the rally from the effects of the panic and the consequent return of business to a normal basis was more rapid and complete.

One of the most influential forces working to bring about this condition was the great increase of municipal improvement during the past Spring and Summer, which furnished employment to many men who had been thrown out of work by closing of mills and factories. This supplemented and almost atoned for the abatement of business due to this latter

свиле. The city purchased a rock crusher last Fall, which was located in a fine quarry of basaltic rock within a few miles of the ena. From Columbia River. Safled—Schooler H.

New H. Marston. for Hills; schooner H.

C. Wright. for Nahuloua; schooner Guide,
for Tillamook

Tides at Astoria Monday.

2:22 A. M. ... 7.7 feet 8:18 A. M. ... 2.0 feet
2:21 P. M. ... 5.4 feet 8:18 A. M. ... 2.0 feet
purpose of the city to increase, possibly

Ladd & Tilton Bank

PORTLAND, OREGON

Established 1859.

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Capital fully paid - - - \$1,000,000.00 Surplus and undivided profits \$500,000.00

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R. S. Howard, Jr., Asst. Cashier, J. W. Ladd, Assistant Cashier, Walter M. Cook, Asst. Cashier.

Interest paid on time deposits and savings accounts. Accounts of banks, firms, corporations and individuals solicited. We are prepared to furnish depositors every facility consistent with good banking.

to double, the extent of the improvement territory next season.

With the advancement of the street paving work, the cement district, formerly covering only a few blocks in the central portion of the city, has been pushed farther out. During the past year is new blocks of cement sidewalk have been laid, and this number will probably be swelled to more than 20 blocks before the close of the present season.

Within the past week a contract has been entered into between the City of Dallas and Venske & Taylor of Cottage Grove, for the construction of a new sewer system which will comprise practically the entire business and residence portions of the city. This new project will require the employment of still more men.

The Speuding logging camps have al-

men.

The Spaulding logging camps have already resumed work after a Summer of idleness, and the sawmili will be opened tomorrow, bringing back into employment another body of men. There has been no lack of employment during the Summer, on account of the active work of municipal improvement, and now, with the additional demands of reopening Fall activities, the danger of "more jobs than men" seems to be more imminent than that of "more men than jobs."

BEET SUGAR INDUSTRY THRIVES IN PACIFIC NORTHWEST.

Government Agent Makes Encouraging Report on La Grande Plant.

OREGONIAN NEWS BUREAU, Was ington, Sept. 26,—In his annual report for 1967, Charles F. Saylor, of the Defor 190; Charles F. Saylar, of the Department of Agriculture, discusses the development of the beet sugar industry in the United States during the past season. He deals briefly with the situation around La Grande, Or., saying:
"In 1898 a plant of 250 tons' capacity was established at La Grande, Largely.

was established at La Grande, Largely on account of shipping facilities, many contemplated projects for extending the beet-sugar industry have not materialized, though there is a number of places in the state well adapted to the indus-

Survey enabling it to extend its operations to their fields will result in big savings to them.

The idea of co-operation as to floods originated with the engineering departments of the railroads themselves. Representatives of these departments of a number of roads held a conference with representatives of the Survey, in Chicago last June, and at that time the Survey agreed to interview the proper railroad authorities concerning a basis of co-operation.

The Survey has further suggested to the railroads that they supply it with all information they may have on hand concerning the character of the various drainage areas above their bridges. Some of the roads have collected, at great expense, a large amount of valu-

when we produce at home our own seed, adapted and acclimated to our own conditions. To grow pure guaranteed seed requires almost as much expenditure as to build and operate a sugar plant. It requires time to develop the sugar-beet-seed industry in this country. Up beet-seed industry in this country. Up will be ready for occupi to date considerable experimentation Christmas. It cost \$35,000.

by his company at La Grande, Or., is grown at Fairfield, Wash. It should be noted in this connection that for the entire campaign at the La Grande factory sugar contents of the beets averaged over 16 per cent and purity over 84. This is the highest record ever made in the State of Oregon, and was doubtless due more or less to the use of home-grown seed. "I submit Judge Rolapp's report:

Dear Sir: I desire to call your attention to the fact that for the first time in the history of the beel industry American-grown seed has been used exclusively for any given factory. This year at La Grande we have planted nothing except sent from Fairfield, Wash. The beets at La Grande are looking well, and from all appearances there will be very satisfactory results. Of course as a moist year this year is abnormal in these mountains, and results will therefore not be an absolute criterion for other year. Yours. an absolute criterion for other years Yours very truly, HENRY H. ROLAPP. very truly,

FINDS BIG PROFIT IN HOGS

Yambill Farmer Nets Over \$570 Cash From 57 Porkers.

M'MINNVILLE, Or., Sept. 27.- (Spetal.)-Among Yamhili's hogs follow dairying pretty closely in point of profit. James Reid, living a short distance east of town, sold a bunch of 57 hogs lately, fattened at a cash outlay of \$42, receiving for them the sum of \$616.87, or a profit of

Besides giving the porkers 14 tons of milifeed at \$28 a ton, Mr. Reid alof milifeed at \$28 a ton, Mr. Reid allowed them to have the run of a 100-acre field of clover early in the season. He then let them have a 3-acre clover field, than an eight-acre field of wheat, and later a four-acre patch of peas. The 100-acre field of clover was mowed for seed, the pasturing heing a benefit rather than a detriment.

Thus, the hogs used only the product from 15 acres, giving a profit of a little more than \$38 an acre net, fair interest on land at a valuation of \$400 an acre, after deducting the cost of putting in the crop. The hogs did all the harvesting.

Rushing Work on New Hotel.

MARSHFIELD, Or., Sept. 27 .- (Special.)-Work on the new Chandler Hotel in Marshfield is being pushed with all possible speed. When completed, the hotel will be one of the finest in the state outside of Portland. All of the rooms will have telephones, about half of the suites will have private baths and all modern electrical conveniences will be provided. Mr. La Chance, of Hibbing, Minn., has leased the hotel for 10 years.

Corner Stone Is Laid. CONDON. Or., Sept. 21.—(Special.)— Bishop C. M. O'Reilly today officiated at laying the corner stone of St. Thomas Aquinas' Academy in this city. The institution is under the direction of the Dominican Sisters and

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A GENERAL BANKING BUSINESS TRANSACTED Portland Branch. F. C. Malpas, Manager.

\$25 SAN FRANCISCO

October 3d and 4th special excursion tickets to San Francisco and return will be sold for \$25.00 from Portland, with corresponding low rates from all other points on the

SOUTHERN PACIFIC CO., (Lines in Oregon)

LIMIT OF TICKETS, TWENTY-NINE DAYS This excursion rate, which was made on account of the Trans-Mis-

sissippi Commercial Congress, is open to the public. For particulars, sleeping-car reservations and tickets, call at City Ticket Office, Third and Washington Streets, Portland, or any S. P. Agency elsewhere.

WM. McMURRAY, Gen. Pass. Agt., PORTLAND, OR.