

ROADS TO EXPLAIN FARMING METHODS

Two Demonstration Trains on Harriman Lines Will Start Monday.

INITIATE CORN CONTEST

Eastern Washington Trip to Be Along Grain-Growing Educational Lines and in Southern Oregon Will Boost the Hen.

During the coming week the Harriman lines will carry on a campaign of education of the farmers of Eastern Washington and Southern Oregon and two special demonstration trains will start Monday into these two districts. One will teach better methods of wheat culture and of conserving the fertility of the soil in the semi-arid districts where wheat is the prevailing crop, and the other will go through the southern part of the state, where poultry raising will be encouraged and improved methods of fruit raising, packing and marketing will be illustrated with lectures and actual demonstrations by experts.

The trips of these two trains are expected to have a beneficial effect in promoting scientific farming methods in the two states. The southern part of Oregon is pronounced by those thoroughly familiar with the subject to be growing in all conditions favorable to the growing of superior poultry. It has already established an enviable reputation for fruit-growing, and the trip of the demonstration train is expected to promote still further this great industry.

Start Corn-Growing Contest.

R. W. Thatcher, director of the Washington State College, will be in charge of the instruction to farmers on the Eastern Washington trip. He will be accompanied by following assistants of the institution: G. W. Severance, agronomist; C. W. Lawrence, cerealist; W. E. McDonald, animal husbandman; O. M. Olsen, farmers' institute instructor; and W. D. Foster, farm foreman.

Chicken Ranch on Wheels.

The Southern Oregon train will be out but four days. Within that time, however, much good work will be accomplished if the plans mapped out are followed. Dr. James Whitehouse, director of the Oregon Experiment Station, Corvallis, will be at the head of the corps of professors from the Oregon Agricultural College who will board the train.

A striking feature of the train will be a model chicken ranch on a flat-car. Real chickens will be carried and in this way it is believed that object lessons of great value may be given to farmers and poultry raisers. It is expected the trip of this train will stimulate in a little degree the growing of poultry throughout the southern part of the state. The train will start its demonstrations at Ashland Monday morning and will work north to Drain, where the last lecture will be given at 3:30 P. M., next Thursday.

Buckley Back From Conference.

M. J. Buckley, general superintendent of the Harriman lines in this territory, returned yesterday from a trip to New Orleans, where he went to attend a family meeting of the Harriman general superintendent of the various allied lines. Technical subjects connected with the operating department were discussed by the railroad officials, and much was gained by the exchange of ideas on problems that are constantly confronting the superintendents in running their various divisions.

Freight Rates Reduced.

Reductions in the freight rate on hay, mill feed, potatoes, grain and flour from Portland to all points on the Ilwaco Railroad Company's line are announced by the traffic department of the Harriman lines, effective April 15. The reductions range from 50 cents to \$1 per ton. Hay will be given a rate of 50 cents per ton lower than at present.

GRITZMACHER TO GET AUTO

Police Will Hunt Thugs and Foot-pads With "Chug-Chug" Wagon.

Burglars, hold-up men and crooks in general are to have active opposition from the police, if indications count for anything. Having experienced a complete change of heart within a few days, Commissioner Tom Greene, chairman of the police committee of the City Execu-

utive Board, has ordered bids for a real automobile, "cost not to exceed \$1500." Last week Mr. Greene announced at a public meeting that he would not use the money appropriated by the City Council for an automobile, saying that with so small a sum nothing but a "one-lunger" could be had, and that he did not propose to have anything below the rank of the big, red one that carries Eliza Chief Campbell around town. It cost the handsome figure of \$3500. However, Mr. Greene was assured by Mayor Lane that a real good machine can be had for the lesser amount named by the Council as about right for the police force, and Mr. Greene decided to make a try at it. Bids were ordered at the next session of the Executive Board, one week from this afternoon.

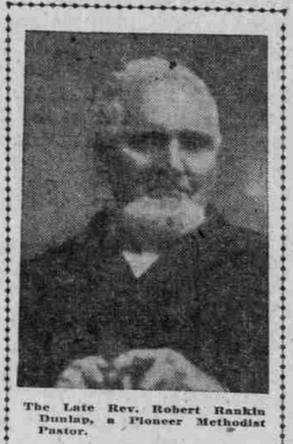
Chief of Police Gritzmacher stated, in reply to an inquiry, that he proposes to use the automobile, if one is purchased, to run down desperate criminals during the small hours of the morning, when the streets are at rest in the barns, and the policemen and detectives have no means of reaching the spot quickly. Hence, it looks bad for the poor burglar, safecracker and hold-up artists. Portland should be a bad place for them, after the automobile arrives.

PIONEER PASTOR IS DEAD

REV. R. R. DUNLAP SERVED 66 YEARS AS MINISTER.

Was Member of First Methodist Conference Organized in San Francisco in 1853.

In the death of Rev. Robert Rankin Dunlap at his home at Stewart's Station on the Mt. Scott railway Wednesday there passed away the surviving member of the first Methodist church in this city.



The Late Rev. Robert Rankin Dunlap, a Pioneer Methodist Pastor.

charter member of the first Methodist church organized in San Francisco in 1852 by Bishop Ames. Born in 1828 in Brownsville, Pa., he began his life as a minister of the gospel at the age of 18 years, and was an active preacher for 68 years, one of the longest terms of service in the Methodist Episcopal Church. His oldest brother, Rev. Samuel P. Dunlap, was a prominent minister of the Baptist more conference, and Robert Dunlap began his work under the direction of the brother.

In 1859 Rev. Mr. Dunlap started west, and arrived in California that year, joining the California conference, where he served for over 30 years. He then went with his family to Washington in 1889, where they lived 14 years. They then moved to Portland, where the family has since lived.

NEW PENAL CODE RECEIVED

Regulation of Bull Run Reserve of Special Interest.

The new Federal penal code was received at the United States District Attorney's office yesterday morning. This code was approved on March 4, 1909, but is just now being distributed. It contains a section which is of particular interest to residents of Portland and vicinity and will affect campers and others who go to the Bull Run National Forest to spend the summer.

Persons who have allowed stock to graze on the reserve, and in violation of the new code, and according to Assistant District Attorney Evans it would be well for the law to be well read by people living in the vicinity of the reserve. The section pertaining to the Bull Run National Forest is as follows:

Bank Becomes National.

NEWBERG, Or., March 18.—(Special.)—The Bank of Newberg, organized as a private bank 20 years ago, the second in this county, has been converted into a National bank, and will be known in the future as the United States National Bank of Newberg. J. L. Hoskins will be president, Samuel L. Parrett, vice-president, J. C. Colcord, cashier, and W. E. Crozier, assistant cashier.

ANNOUNCEMENTS.

Dr. Horn, the optician, 24 hour Swetland bldg., guarantees satisfaction or money refunded. No fancy prices.

Tomorrow (Saturday) will positively be the last day for discount on East Side gas bills. Read "Gas Tips."

LARGE MILL SOON

Crossett Timber Company Will Engage in Manufacturing.

ACQUIRES SELLING TRACT

Buys 4000 Acres in Cowitt County for \$450,000—Recent Purchases Amount to Over 500,000,000 Feet—Will Build Railroad.

All indications point to the fact that the Crossett Timber Company is in Portland as bona fide investors and not as speculators, and in fact, A. P. Sprague representing the company here, said definitely that it was the company's purpose to manufacture in Portland as soon as enough large holdings had been secured.

"We will probably have as large a mill as any at present on the Pacific coast," said Mr. Sprague yesterday. "Whether we shall locate in Portland or lower down the river, I cannot definitely say. For transportation and other reasons, we are inclined to think we shall favor Portland, but we have large holdings on the river between Portland and Astoria, and, of course, towing is easier down the river than against the stream. Our plans are as present somewhat remote, though."

W. J. Morrison, representing Finley Stowers, Morrison & Son, stated that the Crossett Timber Company had agreed to purchase the selling tract in Cowitt County, Washington, consisting of over 4000 acres, for a consideration of \$450,000. "Except for the illness of Mr. Selling," said Mr. Morrison, "the deal would have been closed earlier. The company has paid us a heavy deposit and the deal is now assured."

The actual Crossett purchases in the recent operation amount to over 500,000,000 feet. At present the concern has holdings of over 8,000,000 feet of standing pine, and has almost 1,000,000 acres of timberland. To utilize the present purchases, extensive railroad lines will be required, but it has always been the policy of the company in its Southern operations to build lines where required and it is believed they will follow the same policy here.

Mr. Sprague left for La Grande last night to close up the deal he made on behalf of the Crossett Company with the Palmer Lumber Company, which the Palmer concern took over all the Crossett holdings around La Grande. As was pointed out yesterday in the Oregonian, while the Crossett Company may invest in other timber than that about the Columbia River, such investments would be only from a purely business standpoint and probably for resale. The main intention is to centralize on Portland with the ultimate end of manufacturing here.

Both purchases call for a considerable cash payment and it is understood that one half the amounts mentioned in the purchase will change hands as soon as the deeds are executed.

While D. C. Pelton acquired most of his purchases from settlers and homesteaders, W. J. Morrison and his father acquired the base of the large tract by obtaining possession of the large tract owned by the J. B. Montgomery estate, and later individual claims were bought up. Mr. Morrison cruised the timber when he was buying nine years ago, and is thoroughly conversant with the local contents of both of the recent purchases.

WILL DECIDE FATE OF ZOO

SHANAHAN TO APPEAL TO PARK BOARD TODAY.

City Officials Believe Animal Exhibits Can Be Discontinued Without Inconvenience.

Whether the City Park zoo shall be discontinued or retained will in all probability be determined this afternoon, when the Park Board will meet in regular session. Secretary Shanahan, of the Oregon Humane Society, will be present and will make an appeal to Mayor Lane and the Commissioners to discontinue the retention of wild animals that are now caged in the park, or at least to purchase no more, inasmuch as the Board has power to regulate it, he will averily urge that the members before finishing the draft of a prohibitory ordinance, which he has authorized to prepare.

Secretary Shanahan, who is at the City Hall yesterday morning, said that the Mayor Lane and City Auditor Barbur regarding the matter. Mayor Lane, whose declarations against the retention of the zoo feature of the City Park, started the agitation for its discontinuance, told the representative of the Humane Society that he will support the effort to abolish the zoo, as he believes the caging of wild animals is out of keeping with humanitarian methods, and should not be allowed in a civilized community.

RAISE ADVERTISING FUND

Many Valley Towns Will Spend Much for Publicity Work.

That the people of Polk and Benton counties are determined not only to combat their publicity mode but to increase its scope, the statement made yesterday by Tom Richardson, after a trip to Corvallis, Dallas, Independence and these places and plans discussed for the campaigns to be inaugurated for the movement to advertise the resources of the several communities.

"The meeting at Corvallis on Wednesday," said Mr. Richardson, "was one of the most enthusiastic ever held in Oregon. All the business houses in the town were present, and the hours of 2 and 4 o'clock. There was a big parade followed by a crowded meeting at the opera-house,

Watching A Stomach Digest Food

Was the Means Whereby Science Made Possible the Cure of Dyspepsia.

The Abbe Spallanzani was the first scientist to study systematically the chemical process of gastric juice, but it was by the careful and convincing experiments of Beaumont that the foundation of our exact knowledge of digestion and action was laid.

Beaumont was an army surgeon, located at an obscure military post in Michigan, while it was yet a territory, and was called upon to treat a gunshot wound of the stomach of a Canadian voyageur—Alexis St. Martin. When the wound healed a permanent opening was left by means of which food could be placed in the stomach and gastric juice taken from it.

Beaumont made scientific experiments with this crude means and wrote a book, which today is recognized among the classics of physiology.

Beaumont blazed the way for other scientists so that today medicine knows what the stomach does with food and what food does to the stomach.

Science also knows what the gastric juices are, and how to make them best for the system.

Stuart's Dyspepsia Tablets, thanks to the poor army surgeon and Alexis St. Martin, give man a means of digesting food, replenishing the exhausted juices, soothing the nerves and correcting dyspeptic conditions of the stomach.

Stuart's Dyspepsia Tablets are natural fruit and vegetable essence condensed in concentrated form and by tremendous power compressed into a tablet. These wonderful little digestors are known all over America and Canada. Full meals have been digested by them in glass tubes and they are sold by every druggist.

Physicians to the number of 40,000 use them. They are meritorious and powerful. Go to your druggist and buy a package today, price 50c, or send us your name and address and we will send you a trial package my mail free. Address F. H. Stuart Co., 150 Stuart Bldg., Marshall, Mich.

RAILWAY COMPLAINT ANSWERED

DAN MALABREY "RAPS" MOUNT HOOD PROJECT.

Declares Promoters Have Everything but Cash and Shows How They Haven't Shown Faith.

The right of way of the Mount Hood Railway & Power Company through the property of Calla Kenney and George W. Kenney will cost the company \$1725. This was the verdict of a jury in Judge Morrow's department of the Circuit Court, read yesterday morning. The property is on the Section Line Road, Gresham, between Main street and Roberts street.

In answer to an interview with C. W. Miller, published yesterday morning, Dan J. Malabrey, attorney for the defendants in the condemnation suits brought by the Mount Hood Railway & Power company, said:

"During the trial of these cases in the Circuit Court, of which there have been three in succession, a man named Linney seems to have been the only visible head of the company, and has conducted all the negotiations with the property-owners. He said in court that Mr. Miller is no longer the secretary and general manager of the corporation, although he testified that he used to be. Now Mr. Miller rushes into print with the statement that the property-owners have demanded too much money for the rights of way, and that the jury verdict awarded too much. In justice to the property-owners and to the public, all composed of responsible business men, I feel that an answer should be made."

"The Clananah, Cleveland and Kenney tracts are all in Gresham. The land is town property, with residences all around. A jury awarded \$1740 for a right of way through the Clananah tract, \$475 for the Cleveland property, and \$1775 for the Kenney property."

"The railroad company has curved its road so as to run its parallel with Division street in Gresham, otherwise known as Section Line Road. This former owner of the property of valuable frontage. The electric lines are situated with a 50-foot right of way, but this concern asks for 100 feet. By striking the land from the Clananah tract, the property-owners hereafter obtain from the company a crossing right at such a price as the corporation wishes to charge, for the property-owner cannot go into court and have a crossing condemned the way the railroad condemns property."

"The property in Egner's Addition, across the street from the Clananah and Kenney property, was platted three years ago, and independent of this should all be ready for a railway coming in. A corner lot in this addition recently sold for \$600. The railway company has destroyed the equivalent of six lots, and managed to more, by the verdict in the Kenney case, yet the price it will pay is only \$1775."

"Now the company proposes to appeal to the Supreme Court, and in the meantime the Gresham property-owners receive nothing for this condemned property, although it is practically useless to them, as they cannot put in any improvements because the corporation would confiscate them when it did decide to pay for the cash and take the land. Moreover, the railroad company is compelled to pay no interest for the time it wastes. It can just abide its own sweet time, and when the property has been enhanced in value, take it, pay the amount awarded by the Circuit Court jury, and then the property-owners are left with nothing, although the property may be worth more money. They cannot dispose of it to anyone but the railroad company. And in addition to this, the corporation has even sought to stifle the payment of the court costs after it brought the cases into court. Judge Morrow now has under advisement the question as to whether or not the corporation should pay them."

"This company seems to have everything but cash. If it had gone about the thing as an honest company, it would have done it, it would have had the property a long time ago. But it never did, and it is a reasonable amount. The talk hung around \$500 in both the Clananah and Kenney cases. The company complains because the cost of the property is so much. In the face of that it says it must have a 100-foot right of way in order to put in a four-track road. A single-track road would

It Is Positively the Best Value for the Money Ever Offered Here



Lots Within a Stone's Throw of Alameda Park Are Selling for Double What Is Asked for Alameda Lots

THE REASON

Is Simply This: Alameda Park Is Portland's Latest High Class Restricted District—It Is Just Being Offered to the Public and as an Inducement to Early Buyers the First Few Lots Are Being Offered at What We Term "Opening Prices"—When the Next One Hundred Lots Are Sold We Will Raise the Price on Alameda Lots 10 Per Cent—Within a Very Few Months Values in Alameda Will Be on a Par With Those of the Choicest Residence Sections of Portland—See for Yourself.

We Will Show You Alameda Park in Our Autos—The Trip Will Cost You Nothing.

Call at Our Office—Let Us Tell You of the Vast Improvements Now Under Way at Alameda Park—Them See the Property

Alameda Land Co.

Suite 322 Corbett Building

be sufficient for present purposes, and if the corporation had been satisfied with a 50-foot right of way it would perhaps have had money enough to get the property it needed, and thus the building of the road might not have been delayed."

REMEMBER EARLY DAYS

Mrs. Elisha Ferry and Mrs. John Leary in Portland.

In the persons of Mrs. Elisha F. Ferry and her daughter, Mrs. John Leary, registered at the Portland, there are in the city two well-known figures of the early days of the Northwest. Mrs. Ferry is the widow of the first Governor of Washington and crossed the plains to Olympia in 1889. Mrs. Ferry tells of the days when she used to come down the Cowitt River to Portland from Olympia by means of canoes.

Her daughter, Mrs. Leary, is the widow of John Leary, known in Portland as the former owner of the Old Telephone. She is regent of the Seattle chapter of the Daughters of the American Revolution and comes to Portland on business connected with that organization. Mrs. Leary is also a member of the Mount Vernon Council, a committee which looks after the preservation of Washington's home.

Both women are well known in Seattle social circles. Mrs. Leary is a multi-millionaire and has at present in course of construction the most modern office building in the Sound city. They are accompanied by R. S. Eskridge, grandson of Isaac Stevens, who was first Governor of the Territory of Washington.

Villard to Make Alaska Trip.

ASTORIA, March 18.—(Special.)—The American ship Henry Villard will go on the berth March 25 to begin loading supplies for the Alaska Fishermen's Packing Company's cannery at Nushagak River, Alaska. She will be ready to sail for north about April 12 and will be under the command of Captain Volstead. The

FACTS ABOUT THE CROUP

THE FIRST SYMPTOMS AND TREATMENT.

Some Interesting Information for Young Mothers—How to Guard Against the Disease.

The great danger from croup is fully realized by most mothers of young children. There are many, however, who do not know that an attack of croup may be prevented by proper treatment as soon as the first symptoms appear. The first indication of an attack of croup is hoarseness. The child becomes quite hoarse, this is followed by a rough cough that has something of a metallic sound and has been compared to the crowing of a cock. Give Chamberlain's Cough Remedy according to the printed directions with each bottle as soon as the child becomes hoarse, or even after the croupy cough appears, and it will prevent the attack. It is, in fact, a certain cure for croup, and has never been known to fail, but it is better and safer to give the remedy before the attack of croup is fully developed. It then saves suffering for the child and anxiety for its parents. There is no danger in giving this remedy freely, as it contains no opium or other narcotic. It is the standby and sole reliance in many thousands of homes and never disappoints those who depend upon it. There are women who took this remedy in childhood, now giving it to their grandchildren, and with the same uniform success. It always cures and is pleasant to take.

NEED VINOL

it strengthens and vitalizes

Vinol tones up the digestive organs, aids assimilation, enriches the blood, and rejuvenates every organ in the body. In this natural manner Vinol replaces weakness with strength.

We are positive it will benefit every old person who will give it a trial. If it don't we will refund their money. Woodard, Clarke & Co., Druggists, Portland.