

DEMONSTRATION TRAIN WAGON WAY

O. R. & N. Farming Troupe Leaves Portland for Eastern Oregon.

EXHIBITS HIGHEST CLASS

Hepner and Ione Will Be Visited Today as Opening of Ten-day Trip When O. A. C. Lecturers Will Live on Coaches.

The O. R. & N. farming demonstration train, carrying its scheduled load of lecturers, demonstrating paraphernalia, exhibits, stock and poultry departed from the Union station for Eastern Oregon at 11 o'clock last night.

If the line east of Pendleton is not cleared of the wrecks that occurred yesterday this will not interfere with the itinerary of the train, as it is not due at Pendleton until tomorrow afternoon. The train passes through there on its way to Baker City, but exhibits at Pendleton on the return trip next Friday.

The schedule of demonstrations, including the several minor changes that have been made, is as follows:

- Monday, March 21—Hepner, from 9 A. M. to 11:30 A. M.; Ione, from 1 P. M. to 3 P. M. Tuesday, March 22—Baker City, from 9 A. M. to 11:30 A. M.; Halpine, from 12:30 P. M. to 2:30 P. M.; N. Powder, from 3 P. M. to 5 P. M. Wednesday, March 23—Union, from 8:30 A. M. to 10:10 A. M.; LaGrande, from 11 A. M. to 12:30 P. M.; Elsie, from 1:30 P. M. to 3 P. M. Thursday, March 24—Joseph, from 9 A. M. to 11:30 A. M.; Enterprise, from 11:20 A. M. to 1:15 P. M.; Wallawa, from 3 P. M. to 5 P. M. Friday, March 25—Milton-Freewater, from 8:45 A. M. to 10:45 A. M.; Adams, from 12:30 P. M. to 2 P. M.; Clifton, from 3:10 P. M. to 5:10 P. M. Saturday, March 26—Pilot Rock, from 8:30 A. M. to 10 A. M.; Echo, from 12:30 P. M. to 2:15 P. M.; Stanfield, from 2:25 P. M. to 3:15 P. M.; Herndon, from 4:10 P. M. to 5:10 P. M. Sunday, March 27—Condon, from 9 A. M. to 11:30 A. M.; Clem, from 2 P. M. to 4 P. M. Tuesday, March 28—Wheeler, from 9 A. M. to 11:30 A. M.; Moro, from 11:30 A. M. to 1:20 P. M.; Wasco, from 3 P. M. to 5 P. M. Wednesday, March 29—The Dalles, from 9 A. M. to 11:30 A. M.; Mosier, from 1 P. M. to 2:30 P. M.; Hood River, from 2:45 P. M. to 4:45 P. M.

The fancy stock and poultry that are carried on the train were on board the cars all day yesterday in the terminal yards, having been brought from Corvallis by special train Saturday afternoon. Workmen put on numerous finishing touches to the cars yesterday and everything was in readiness at the starting hour.

Brook Owned Hogs on Train.

The hogs carried are high-class Poland china animals and are owned by Thomas W. Brook of Eola, Oregon. For the time it was feared that the college experts wanted in fancy hogs could not be secured as the college farm did not have specimens that suited Dr. Withycombe for demonstration purposes. What he sought, however, was obtained, and will be on the train throughout the tour.

Of the two sheep one is a Coastwood ram, aged one year, and the other a Shropshire ram, both owned by the college.

The Holstein cow that will be used with a high-class Jersey for demonstrating purposes is property of the Oregon Agricultural College. The animal is known as "Wayne of Glencoe," and produces 16,550 pounds of milk per year, according to the engineers in charge of the train for ten days, although it will be necessary to go to hotels and eating-houses for meals.

To haul the train, two engines will be necessary in numerous places, and in getting over some hills, particularly up the Shaniko branch line, it is probable that three engines will be required.

WOMAN CLERK 40 YEARS

Mrs. Everett Has Seen History Made in Supreme Court.

BOSTON, Mass., March 20.—Of the radical changes that have occurred in the highest of the state's courts, of the many great men who have come and gone as judges upon the state bench, perhaps no person alive is more competent to speak than Mrs. Mary I. Everett, who has just passed her 40th year of continuous service as clerk of the court.

Mrs. Everett was the first woman to fill the position of clerk in a court of law in Boston. Forty years ago she made application to the then Clerk of the Supreme Court, which then met in the old Courthouse, for a position as assistant. At that time the idea of employing a woman for such service was a novel one, and it was only after repeated applications that Mrs. Everett was finally given her chance. It was the excellent neatness and clearness of her handwriting that first procured for her a trial.

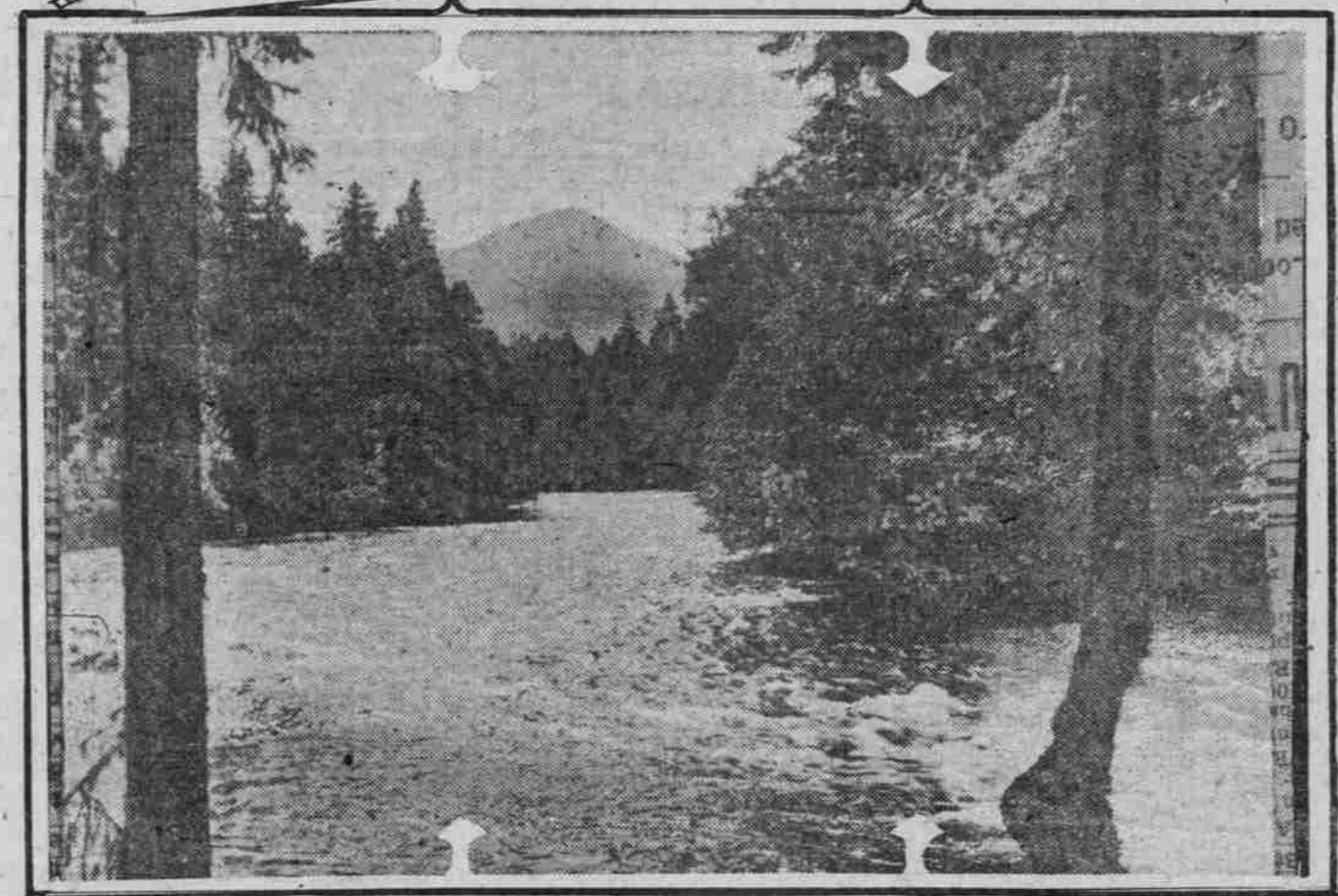
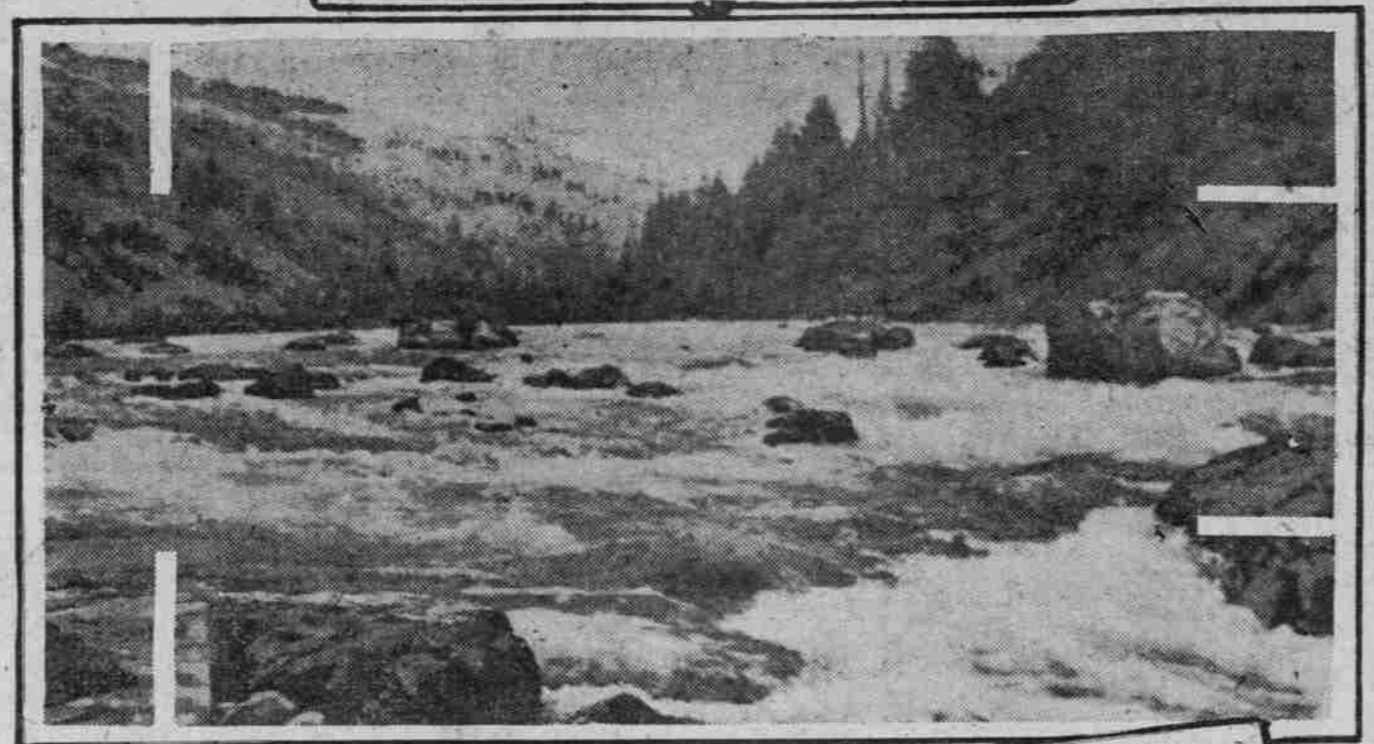
ST. THERESA'S OPEN-AIR Sanitarium.

No. 327, call up Red 33, Oak Grove. Organ to be given away.

Japanese chopsticks are delivered to the guests in a decorated envelope. The two known, who had staid in the office already shaped from one tongue-like piece of wood are broken apart by the guest.

POWER PLANT ON M'KENZIE RIVER, EAST OF EUGENE, TO COST MILLION

Vast Project of Northwestern Corporation, Which Will Serve Valley With Electricity for Lights and Interurban Roads, Is Taking Shape.



MCKENZIE RIVER SCENE NEAR POWER PLANT.

SALEM, Or., March 19.—(Special.)—The installation now under way of a 15,000-horsepower hydro-electric power plant 25 miles east of Eugene on the McKenzie River, by the Northwestern Corporation, means the expenditure of over \$1,000,000. It will require about 18 months, according to the engineers in charge of the work, to finish the dam and buildings, get the machinery installed and have the entire plant in operation. The purpose of this great undertaking is to furnish the Willamette Valley with electrical energy for all commercial and domestic purposes.

The engineers of the Northwestern Corporation, after exhaustive investigation and numerous tests into the latest possibilities for power along this famous river, at last settled on Martin's Rapids, this point being considered the best and the nearest reliable source of power to Eugene, which will be the company's distributing center for the valley. Conditions Are Ideal.

The topographical and geographical conditions at Martin's Rapids are ideal for the generating of electrical power. The company has purchased all the necessary land on both sides of the river for a number of miles and had all the holdings necessary for the water supply for any further development in future years. The river at Martin's Rapids will be dammed and backed up for over three miles, the water being released and returned through the proper artificial channels constructed by the company. An adjoining area of some 100 acres has been surveyed for a reservoir. This area will give an average depth of 15 feet over the entire 100 acres, and will range from 15 to 20 feet at different places. This enormous reservoir will hold a sufficient quantity of water to operate the power station to full capacity for 24 hours, generating 15,000 horsepower. This reserve power will be maintained for use in case it is necessary to shut down the flood gates for repairs or for changes made in the machinery.

The present plans include, aside from

MILLS SWAMPED BY LUMBER BUYERS

Oregon and Washington Unable to Supply Demand of Present Season.

TRADE NOW UNSOLICITED

Railroad Officials, Lumbermen and Manufacturers Tell of Prosperous Conditions Which Western Timber Is Facing.

Every lumber mill in Oregon and Washington has on hand such a quantity of orders that, with many of them, it is becoming a question of how they can supply the demands of their customers.

This is the word brought to Portland by railroad men who have been in the field studying the situation, and it is confirmed by leading manufacturers of the city.

A remarkable story of conditions as he found them is told by A. D. Charlton, assistant general freight and passenger agent of the Northern Pacific, who has just completed a trip that took in every mill town on the main line and branches of the Northern Pacific in Washington.

Business Not Now Solicited.

"Every mill I visited reported that it had on hand all the orders that it could fill. The mill men, in most instances, have ceased to solicit orders, and the situation has resolved itself into a matter of filling accumulated demands," said Mr. Charlton.

"In my trip I visited every mill within a reasonable distance of the main line of the Northern Pacific in Washington, and everywhere I heard the same story. The prospect is that the lumbermen will make more this year than ever before in the Northwest.

"In several mills I was shown letters that were sent in after prices had been quoted on a list of lumber material in which the writers offered higher prices than those quoted if the other masculine guarantee to deliver the order within a specified time.

"I was shown the order books in many of the mills and in one that I recall there were 200 on file, covering almost every locality in the country. In the Grays Harbor country I visited a mill that was manufacturing a special grade of material to fill an order from New Orleans and the finished stock was piled up in sufficient quantities to fill a train.

"The revival in lumbering is reaching every branch of the industry from the makers of heavy construction material to the makers of light and generally soft lumber. The situation has reached the limit in the scope of my observations.

Mills in Good Condition Now.

"The mills, too, are in better shape than ever before to handle the enormous business that is now coming their way. For the most part they have been enlarged and the most modern machinery has been installed. Special attention has been made to loading facilities. There are mills with two and three tracks on each side and so arranged that several cars can be loaded at one time. In the mill offices on Grays Harbor remind one of a big banking establishment, with handsome fixtures and a multitude of clerks at work. Every millman has a smile on his face that stretches from ear to ear.

"The question of the ability of the railroads to handle the lumber shipments naturally arises and I believe I am safe in saying that there will be no car shortage. The revival in the industry has come at a time of year when the railroads are best able to handle it, for there is a heavy movement of merchandise westward and the wheat crop is out of the way.

"The big demand for lumber will be felt by every branch of business. It will mean the employment in the logging camps of every man that can be secured, and this will mean increased sales of shoes, clothing, groceries and other supplies. Lumbering is the bulwark of our industrial and commercial progress and activity in lumbering, with fair prices, means a good and a better future for the Northwest."

Harriman Manager Optimistic.

R. B. Miller, traffic manager of the Harriman lines in Oregon and Washington, takes an optimistic view of the lumbering situation.

"The present demand, judging from the railroad point of view, is good, and the prospects are even better," said Mr. Miller yesterday. "There is a great development going on in Kansas, Nebraska, Colorado and Utah. The development under way in Montana is enormous, particularly along the new line of the Milwaukee. This development is causing a strong demand for building material. The railroad companies are the largest lumber buyers in the field and the great amount of repair work and construction going on calls for increased supplies of lumber. Whether this condition shall continue must depend, of course, on the tenor of legislation in Washington and on the threatened strikes."

From the lumbermen's side, F. C. Knapp of the Peninsula Lumber Co., spoke yesterday in equal glowing terms of the present condition and of the outlook. He said:

"As for our own mill, it has all the business and more than it can handle. I have even asked some of our neighbors to help us out, but get the same report from them. For six weeks after the first of the year the bad weather conditions, which seemed to extend generally throughout the United States, made the lumber trade quiet. As soon as the weather became settled the rail business picked up and just at the time the export trade also strengthened greatly.

Orders piled in on us for both rail and export shipments. The latter condition was caused by the increased demand for lumber of a coal strike in Australia that had retarded business advancement greatly in that country. With the strike settled and the Australian demand for lumber increased greatly.

Conditions Change in Week.

Within the last 10 days conditions have changed a great deal for the better in the demand for building material and finishing lumber, and the entire situation now is good. The prices are fair, but not high. There is a slight advance in the price of lumber later in the year, but it is an average from \$1 to \$2 per thousand, but it is not the advance that will be very great. Clear and finishing lumber, or the higher grades, will likely realize the greatest advance.

L. J. Wentworth, of the Portland Lumber Company, endorsed what Mr. Knapp said of the increased demand for lumber. "A sharp increase in lumber prices is not expected by H. B. Van Dusen, superintendent of the Inman mill. "Some people have an idea that there will be excessive prices on lumber this year, he said yesterday, "but I believe they are mistaken. Business is good and so is the outlook, but I do not anticipate an unprecedented demand. If the railroads buy, and buy heavily, the lumber business will be good. We are dependent largely on the railroads, and cut so much

railroad lumber, if Congress keeps on hammering the railroads until the development work stops, then there will be nothing in the lumbering business."

At the offices of the Monarch Lumber Company the statement is made that the small mill the company is operating at present has all the orders it can fill for the present season. The big mill under construction on the Peninsula will be ready for operation about April 1. Officials of this company express the opinion that the price of logs is out of proportion with the price of lumber, and that the price of logs must come down or the price of lumber go up.

Concerning the Western situation, the Weekly Financial Review, published in New York, by J. S. Bache & Co., bankers, contains the following report from a Western correspondent:

"The situation is apparently more unclouded at present than at any time during the past two years. Our basic industries are lumber and agriculture. In neither has there been an over-expansion of credit. Merchants as a rule owe less than usual. Unemployment is at a low level. The situation in lumber and other lines for a year or so. Merchants reduced stocks and liquidated indebtedness generally last year. Millmen now report a ready market at higher prices for their products. The market is rich and seasonal rains and lots of snow this winter have insured a big crop next season. The price of lumber is high and speculation in mines and real estate than for any like period for years. There is a possibility of a boom in the lumber trade to indicate the possibility of a trade reaction."

"The Alaskan" Is Seen at the Baker.

"THE ALASKAN."

A musical play in five acts. By Joseph Bithell and Harry Girard. Presented at the Baker.

- CAST. Richard Atwater... John R. Phillip. Totem Pole Pete... Detmar Popen. Walsingham Watt... Richard F. Carroll. Prof. Knicklebein... Gus C. Weinberg. Mr. Good... John R. Phillip. Mr. Better... John Lawton. Mr. Best... Harry B. Hoffman. Marty... Wm. Brady. Arlee Easton... Jess Honer. Mrs. Lydia, Good, Better, Best... Alice Kean. Ku Ku... Etta Lockhart. La La Lu... Nellie Templeton. Snowball, a pet polar bear... Sidney Algiers.

FUND IS FOR TWIN-BEARERS

Wealthy Seedsman Makes Unique Provisions in His Will.

SALEM, Mass., March 20.—A fund of \$1000 to the town of Marblehead, the income to be divided annually among the Marblehead women who have become mothers of twins in the course of the year, is one of the unique things provided for in the will of the late James J. H. Gregory, a wealthy seedsman, who died recently.

The testator's widow is the principal beneficiary under the will, but at her death, the residue is to go to the American Home Missionary Society to establish a fund for the purchase of character building books for distribution among the children of the mountain whites in the South.

The will provides small bequests to the Episcopal, Methodist, Universalist, Roman Catholic and Congregational Churches of Marblehead, declaring that each "in its own way is doing its best for the improvement of mankind."

As good as the best and better than the rest. Edgeworth Tobacco.

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With its vast timber resources, its beautiful beach resorts, its rich dairy and farming lands and its unequalled opportunities for profitable investment? I will be at 418 Board of Trade Building for a few days and will be pleased to meet those interested in the Nehalem country.

FRANK A. ROWE, Cashier of Nehalem Valley Bank.