TILLAMOOK LINKED TO CITY AT LAST

First Regular Passenger Train From Portland Is Run to Coast Town.

OLD AMBITION REALIZED

125 Including 90 Portland Residents Make Initial Through Trip and Are Greeted by Populace. Big Business Predicted.

After many decades of patient waiting the little City of Tillamook yesterday realized its prime ambition—the arrival of the first regular train carrying passengers direct from Portland and from the big outside world.

More than 125 persons were on board when the train entered Tillamook. Of these 90 had gone from Portland. Almost the entire population of the town and many persons from the countryside for miles around were at the depot to bid them welcome.

Of importance second only to the arrival of the train yesterday afternoon was the departure from Tillamook yesterday morning of the first regular train destined for Portland. It carried fully 50 persons, some of whom never had been outside their home county. Many among them never had traveled on rail before, their previous trips to Portland having been made by water.

Road's Builder Elated.

With the successful inauguration of service and the satisfaction expressed last night by passengers who made the trip, E. E. Lytle, builder and general manager of the road, was greatly gratified. He had intended going to Tillamook on the first through train but was detained in the city.

Although November 1 was the date originally set for opening the line, inability of the contractors to complete work on the Big Wolf Creek bridge until within a few hours before the train arrived on the bridge putting the last ties in place. A light rockslide caused postponement until yesterday. Even then the workmen were busy a short distance beyond Wolf Creek caused a brief delay. Both trains passed over this portion of track safely, however.

Special Trip in View.

It is not likely that a special train will be operated from Portland to Tillamook by the Commercial Club before the first of the year. Probably the trip will not be made until early next Spring. The roadbed is now in good condition but the approaching holidays will compel many business men, who are eager to go on the trip, to remain at home. Tillamook residents, too, are planning to come to Portland in an excursion party. They are likely to visit this city in advance of the Commercial Club's run to Tillamook.

Mr. Lytle and other officials of the company will take a trip over the road within the next few weeks to inspect the property. Five weeks ago Portland officials accompanied Mr. Lytle on a private train from Portland to Tillamook, the road then not being ready for service. Some of the rails were laid for the special accommodation of that train. The possibilities of future freight and passenger business are evident on all parts of the line.

Travel in both directions promises to be heavy for the next two or three weeks. The normal travel, it is predicted, will be steady.

SALMON INDUSTRY TABBED

Game Commission's Data Shows It Exceeds Wheat Trade.

Marshal J. Kinney, of the State Fish and Game Commission and a pioneer canneryman of the Columbia River, has interested the Commission in collecting data with reference to the salmon industry of this state and of the Pacific Coast as compared with other industries.

"The salmon industry during the present year was worth to Oregon about $7,000,000, and of this $5,000,000 came from the Columbia River, $1,000,000 from the Coast streams and the balance from Alaska canneries owned and operated from this state and the product of which is distributed from here," said Mr. Kinney. "This is of greater value to the state than its entire wheat crop. The salmon industry of the Pacific Coast—Oregon, Washington and Alaska—is of greater value in money than the combined wheat crops of Oregon, Washington and Idaho.

"Three-fourths of the lumber manufactured in Oregon, Washington and California is consumed in those states and the other fourth is shipped East or sent by water foreign. The value of the shipments of salmon out of these states is far in excess of that of the lumber exported. Many look on the salmon industry as one of minor importance, while the facts show that it is almost of the greatest importance to Oregon."

MAN HEAVYWEIGHT EATER

Lakeview Resident Has Record of 16 Pounds Devoured at Meal.

LAKEVIEW, Or., Nov. 10.—(Special.)—To settle a wager, Charles WinKelman, of this city, devoured nine pounds of solid food, three glasses of water and a lemonade glass full of beer in 58 minutes last evening, clipping off two minutes from the allotted time. The repast consisted of 32 large ham and cold meat sandwiches, 16 large pieces of rich fruit cake and 16 pickles.

Winkelman asserts he is champion eater of the Northwest, having several times devoured 16 pounds of solid food at one sitting. His friends here say they will back him against any eater in the United States for a purse of any reasonable amount.

Though Winkelman is nearly 60 years old he is believed to be one of the strongest men in Lake County.

GOVERNOR IS SPEAKER

Woman's Club Addressed—Gipsy Smith Is Day's Surprise.

Many attended the Woman's Club meeting yesterday to hear the address on "Our State Institutions," by Governor West. Following the Governor's address came, as a surprise to many of the club members, an address by Gipsy Smith, who made here his first appearance before a Portland audience. Speaking with approval of Oregon's work in prison reform, Gipsy Smith told of the practical philanthropic work done by a church in Manchester, England, where "the warm heart and loving hand" takes the place of patronage in "doing good" to the tramp and the criminal. This church has for 20 years managed a "men's home," where a man can pay in labor for a bath, clean bed and two good meals, and thus regain a fragment of self respect. From 200 to 400 men are sheltered here every night. The church also sustains a maternity home of 20 beds, where in 12 years 1000 babies have been "mothered" and their mothers helped; an "Open Door" with 70 beds for women who need a helping hand, and a preventive home for young girls who are taken from dangerous surroundings and trained for future usefulness.

The speaker asked for more practical evangelization in churches and asked the help of such organizations as the Woman's Club in extending the work of the "helping hand."

A reception to Governor West followed the addresses. An invitation to visit the state institutions at Salem, some time next Spring, was extended by the Governor and accepted by the club.

GOBBLERS ARE PUZZLE

MERCHANTS ARE UNCERTAIN ABOUT TURKEY MARKET.

Big Demand Assured but Supply Is Dubious and Dealers Are Chary About Predicting Prices.

Portland poultry dealers, both wholesalers and retailers, have not been able to make up their minds yet as to the probable course of the Thanksgiving turkey market. They have no doubts as to the size of the demand, but they are still in the dark as to the supply.

The demand is sure to be heavy and it is safe to say more turkeys will be consumed in Portland this year than ever before. Portland has always been the best turkey market in the Pacific Northwest, because it has been the most prosperous city.

As for the available supply, this will not be known for a week at least. The dealers have been trying to get some information on this score from the Valley turkey sections, but the only reports that have come out are of a short crop. They have heard this so often, however, that they do not place entire faith in the growers' advance information. Without definite word to the contrary, the dealers are disposed to estimate the turkey crop larger than last year. The season has been a most favorable one for the growing of turkeys, and besides this industry has been steadily growing for the last few years, since turkey raising became such a profitable business.

The reports that have come from Idaho all indicate a large supply, but it is uncertain yet in what markets the Idaho turkeys will be disposed of.

No announcement has been made yet of any Eastern turkeys having been bought for this market, but it is probable that several cars will be brought along. The Eastern turkey markets are high, however, and there will not be much object in selling such stock here unless the home supply proves to be very light.

The impression prevails that prices will be about the same as last year, but none of the dealers is willing to go on record and predict a definite price.

GOBBLERS SOAR TO SKIES

Prices for Thanksgiving Birds at Roseburg Show Increase.

ROSEBURG, Or., Nov. 10.—(Special.)—With less than half a crop of turkeys in the vicinity of Oakland, usually the heaviest poultry producing section of the state, Roseburg dealers predict that prices of Thanksgiving birds will show a material increase over last year.

Roseburg merchants, who generally contract for furnishing the more important Coast markets with choice birds, expect to pay from 18 to 22 cents a pound wholesale, or a trifle more than was paid last year. In Oakland the dealers are already offering from 23 to 25 cents a pound for choice birds and are of the opinion that the price will show an increase during the few days preceding Thanksgiving. While Douglas County poultry dealers are of the opinion that this year's demand will be normal, few contracts have thus far been executed.

TURKEYS ARE SCARCE IN LINN

Supply Only Half That of Last Year.

ALBANY, Or., Nov. 10.—(Special.)—Turkeys are reported very scarce in this part of the state. Local dealers report that the supply this year is only about half that of an average year.

Linn County does not produce a great many turkeys, exporting only about 1000 annually, and it is estimated that not more than 500 will go to outside markets from here this year. Local dealers estimate that the price paid growers here will be about 22 cents.

LEWIS RIVER IS RISING

Rain Causes High Water and Boats Begin Operation.

WOODLAND, Wash., Nov. 10.—(Special.)—The rain that began a week ago, while not very heavy in the valley, has been severe in the Upper Lewis River country and still continues. Indications are that there will be high water within the next week. There has been a rise of about seven feet in the river at this point and it is rising still.

The steamer Etna, that plies to Upper Lewis River points, made her first trip of the season Wednesday and the steamer Modoc, of the Lewis River Navigation Company, that plies between here and Portland, made her first trip of the season into Woodland last night. The driving crew for the Lewis River Boom Company left up the river yesterday to complete the drive started last Spring.

Parents Uphold Curfew.

A mass meeting was held last night by parents at the Livington school under the auspices of the Social Hygiene Society, at which the parents were addressed by Attorney A. F. Flegel and Dr. W. T. Williamson, on hygiene topics. Rev. W. G. Eliot, Jr., pastor of the First Unitarian Church, presided. Resolutions were adopted at the meeting urging enforcement of the curfew law, and asking parents to support the police in their efforts to enforce it.

Requisition Warrant Granted.

SALEM, Or., Nov. 10.—(Special.)—Warrant for requisition on the Governor of Colorado has been granted for John H. Davis, who violated his parole from the bench after being convicted of forgery in Multnomah County. Chief of Police Slover, of Portland, has been named as the officer to return Davis to Portland.

RIVER PLAN FOUGHT

Taking Over of Pilotage by Port Deemed Unwise.

SALARY ACCOUNT GREAT

Captain Emken Says Commission Would Be Responsible for Accidents — Pease Is Against Lowering of Rates.

The suggestion of the Chamber of Commerce that river pilotage tariffs be either decreased or the service taken over by the Port of Portland Commission, as discussed briefly at Thursday's session of the Commission, is given little support on the waterfront. Members of the Columbia River Pilots' Association are antagonistic to the move, and say if the plan is tried it will be found more expensive to the Port of Portland Commission than the salaries indicate.

"When a pilot handles a vessel between Portland and Astoria he is virtually an employe of the ship or owners," said Captain Harry Emken yesterday. "If the vessel grounds or is damaged otherwise en route, that is adjusted by the underwriters and does not fall on the pilot. Should the Port of Portland take over the pilotage it would mean that the owners will hold the Commission responsible for injuries sustained by their ships, as the pilots would be in the service of the municipal body. The result would be that, even though a ship merely grounds, most masters would insist that she be drydocked and surveyed, and in many cases that might require most of her cargo to be discharged and the Port would be held for demurrage and detention."

Salaries Total $36,000.

Captain Archie Pease, a member of the Commission as well as of the Pilots' Association, says 18 pilots are employed today handling marine commerce between Portland and Astoria—12 in the association, two acting independently for the Olson & Mahony interests, two others on oil steamers and two more on towboats. It is estimated that if the Port assumed the work the salary of each pilot would be $200 a month, an annual expense of $36,000.

"We feel that the pilotage rates on the river are low enough," said Captain Pease. "They are $2 a foot draft and 2 cents a ton net register, and for shifting from one berth to another $7.50 is charged. Of course the bar pilotage is $2.50 a foot draft and 1 cent a ton net register, but until last season it was $5 and 2 cents a ton.

Business on Increase.

"In the days when the pilots controlled the business at the mouth, before the Port took it over, the men maintained a pilot schooner and were shouldering other expense. In our business it is necessary to travel to and from Astoria by rail, and we have an office to keep up. Free pilotage is not given at other Coast ports, and I have found from the records that our tonnage is increasing every season over that of Puget Sound, in spite of the assertion that our port charges are higher."

ASTORIA BUNKERS PROPOSED

New Port Commission Is Assured Help for Project.

In an effort to decrease the cost of coal for tramp steamers, which will do away with at least one item included in alleged excessive port expenses here, as compared with other harbors, and at the same time draw a greater amount of tonnage to the Columbia River, the Port of Astoria, recently organized, is to investigate a plan of establishing bunkers there, that all steamers may get bunker supplies.

Realizing the importance of the step, President Mears, of the Port of Portland Commission, has proposed that if Astoria will build the bunkers and furnish the coal the Port of Portland will do all in its power to furnish tugs in the slack Summer period to tow coal barges from Comox or other mine points in the North. With the expense of transportation lowered, it is believed that fuel can be furnished as cheap as on Puget Sound. When tramp steamers loading here for offshore harbors are short of fuel they customarily take on only enough to carry them to Comox, Nanaimo or Puget Sound, and there replenish the bunkers. With a station at Astoria, they could load to a greater draft here, and in coaling there save the extra trip up the Coast.

PLANT DAMAGED OFF RIVER

Steamer Makes Slowest Run of Season From Golden Gate.

While masters of vessels arriving in the last two days do not report having sustained damage in the blow off the Coast, the steamer M. F. Plant, of the Alaska Steamship Company, arriving at Seattle Thursday, lost part of her port railing, which was carried away, and the windows in the pantry and steward's department were broken when the vessel was off the Columbia River. Captain John Griffith said that the Plant ran into a westerly gale and that the wind reached a velocity of about 60 miles an hour.

She shipped heavy seas, that broke on deck, drenched the office of the purser and flowed into staterooms. She was 89 hours making Seattle from San Francisco, and has credit for making the longest steamer passage of the season. Captain Canty, of the oil tank steamer Catania, which arrived Thursday night and left for the Golden Gate late last night, said that the weather outside was tempestuous, but that his greatest discomfort was on the way up the Columbia, when a snow storm was encountered, and at times became so thick that it was doubted if the vessel could proceed.

TUG DAUNTLESS IS LIBELED

San Francisco Company Sued for $71,249.90 for Loss of Raft.

ASTORIA, Or., Nov. 10.—(Special.)—A suit was filed in the Circuit Court today by the Hammond Lumber Company against the Ship Owners' and Merchants' Tugboat Company, of San Francisco, to recover $71,249.90, for the loss of the piling raft that went to pieces on Peacock Spit last September, and a libel was placed on the defendants' tug Dauntless, which was preparing to sail from here today with the barge Amy Turner in tow.

The complaint alleges that on August 30 the plaintiff made a contract with the defendant, whereby the latter was to tow a piling raft to San Francisco for a consideration of $2.50, on September 9, says the complaint, the plaintiff delivered to the defendant a rafting containing 592,439 lineal feet of piling and spars valued at $59,249.90 and also containing chain, shackles, turn buckles and other appliances worth $12,000, making the total value of the raft $71,249.90.

Continuing, the complaint asserts that to tow the raft the defendant used the tugs Dauntless and Hercules, and these vessels started to sea with the tow on that date, but the defendant so negligently and carelessly handled the raft that it was lost. The weather and other conditions at the time were favorable, but as is usual at that stage of the tide, the current at the mouth of the river set to the north. This fact, the defendant's agents knew, but instead of keeping to the south side of the channel they took the north side with the result that the raft stranded on Peacock Spit. The complaint also alleges that the officers and crew of the tug Dauntless, without any cause, let go the tow line and purposely abandoned the raft and by reason of that the raft drifted onto the Spit. Even after the tow line had been released and the raft turned loose, says the complaint, there was ample time for the tugs to have picked it up again, but they negligently refused to do so.

Today Sheriff Burns took charge of the tug Dauntless and placed Deputy George Spicer on board her. Captain Titchworth, master of the craft, has wired to the owners and it is expected that bonds will be furnished so the tug can proceed on her trip to San Francisco.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From	Date
Bear	San Pedro	In port
Anvil	Bandon	Nov. 11
Golden Gate	Tillamook	Nov. 11
Sue H. Elmore	Tillamook	Nov. 11
Breakwater	Coos Bay	Nov. 12
Alliance	Eureka	Nov. 12
Roanoke	San Diego	Nov. 13
Rose City	San Pedro	Nov. 14
Tillamook	Bandon	Nov. 15
Falcon	San Francisco	Nov. 16
Beaver	San Pedro	Nov. 19
Geo. W. Elder	San Diego	Nov. 20

Scheduled to Depart.

Name	For	Date
Anvil	Bandon	Nov. 12
Bear	San Pedro	Nov. 13
Golden Gate	Tillamook	Nov. 13
Sue H. Elmore	Tillamook	Nov. 14
Alliance	Eureka	Nov. 14
Breakwater	Coos Bay	Nov. 14
Roanoke	San Diego	Nov. 15
Tillamook	Bandon	Nov. 17
Rose City	San Pedro	Nov. 18
Falcon	San Francisco	Nov. 19
Geo. W. Elder	San Diego	Nov. 22
Beaver	San Pedro	Nov. 23

Marshal Takes Nottingham.

Deputy United States Marshal Hamlin returned yesterday from Astoria, where he took charge of the schooner William Nottingham under the libel of the Portland in the Federal Court. He placed Captain Salte in charge, as watchman, until such time as the case is settled. The Port of Portland has granted permission to bring the vessel to the dry dock at St. Johns, where she will be surveyed after her cargo of lumber is removed. Bids for repairs will be asked for them. The Port of Portland has agreed to permit her cargo of 900,000 feet of lumber to be discharged at the drydock at a rate of 25 cents a 1000 feet.

Marine Notes.

Balfour, Guthrie & Co. have chartered the steamer St. Helens to load wheat here for San Francisco.

John Vaughn, second steward on the steamer Rose City, has been advanced to the berth held by Steward Wallace, who has resigned.

W. R. Grace & Co. have chartered the schooner Commerce to load lumber here for Valparaiso at 52 shillings. The vessel has arrived at San Francisco with coal from Newcastle.

At an advance of six pence over her previous engagement the French ship Thiers has been rechartered to load wheat here at 30 shillings. She is due in general cargo from Belfast.

As the steamer Lurline was again delayed yesterday and did not reach here from Astoria until 12:20 o'clock, the return trip was abandoned and she will leave on schedule this morning.

J. E. Laidlaw, Northwest agent of the California & Atlantic Steamship Company, expects the steamer F. H. Leggett in the river today from Balboa with a full cargo of New York goods.

Anderson, Crowe & Co. plan to float the ship Reuce from the public drydock this evening or Monday, as most of the copper sheathing has been fastened to her hull and repairs to her keel finished.

Captain Dunbar, of the Government dredge Chinook, who recently shot himself at Astoria, was in the city yesterday. As he lost the sight of one eye it is doubted if he will resume command of the vessel.

Captain Bluhm, of the steamer Pomona, which leaves this morning on her first trip of the season to Corvallis, says that he does not think she will be delayed above Salem, as the indications are for good water.

Fred Baumgartner, agent for S. Elmore & Co., was apprised yesterday that the steamer Sue H. Elmore had reached Astoria from Tillamook, contrary to a report that she had been held outside by the blow.

To safeguard her against damage should the cold spell continue Captain George Conway, superintendent of the Harriman river line, ordered men to Riparia to drain the steamer Lewiston, which is held there until Snake River traffic increases.

Inspector Beck, of the Seventeenth Lighthouse district, announced yesterday that as gas buoy No. 14, at Harrington Point, on the Columbia, was reported extinguished, a fixed white lantern light will be used until it can be re-illuminated.

Following an idle period of a month the steamer Shaver went into commission yesterday and the Cascades was laid up preparatory to having her house and machinery shifted to a new hull, which is being completed at the yards of the Portland Shipbuilding Company.

One hour after the steamer Diamond O left Prindles yesterday Dick O'Reilly was informed that she was at Linnton, and as he was satisfied from his knowledge of his steaming ability that she could not cover 60 miles in an hour, he concluded that a mistake had been made as to the time of her departure.

Movements of Vessels.

PORTLAND, Nov. 10.—Arrived—Steamer Tamalpais, from San Francisco; steamer Rosecrans, from Gaviota; steamer W. S. Porter, from Monterey; steamer J. S. Chanslor, from Monterey. Sailed—Steamer Catania, for San Francisco.

Astoria, Or., Nov. 10.—Arrived at 11 A. M. and left up at noon—Steamer Tamalpais, from San Francisco. Sailed at 11 A. M.—Steamer Nehalem, for San Francisco. Arrived at 1:45 A. M. and left up at 2:30—Steamer Rosecrans, from Gaviota. Sailed at 2 P. M., steamer Geo. W. Elder, for San Diego and way ports. Arrived at 3:15 P. M. and left up at 3:30, steamers W. S. Porter and J. A. Chanslor, from Monterey.

San Francisco, Nov. 10.—Sailed at 11 A. M.—Steamer Roanoke, for Portland; British steamer Chancellor, from Astoria, for London.

Seattle, Nov. 10.—Arrived—Steamer Tamba Maru, from Yokohama; steamer Latouche, from Southwestern Alaska; steamer Umatilla, from San Francisco; steamer Jefferson, from Skagway. Sailed—Steamer Governor, for San Francisco.

San Francisco, Nov. 10.—Arrived —Steamers Watson, from Seattle; Newburg, from Grays Harbor; Bandon, from Coquille River; Raymond; Mitchell, from Grays Harbor; schooner Gertie Minor, from Bandon. Sailed —Steamers Chancellor, for Liverpool; Daisy, for Willapa; Roanoke, for Portland; G. C. Lindauer, for Grays Harbor.

Los Angeles, Nov. 10.—Arrived—Santa Barbara, from Willapa Harbor; King Cyrus, from Grays Harbor; R. W. Bartlett, from Tacoma. Sailed—Centralia, for Grays Harbor; Rose City, for Portland.

Tides at Astoria Saturday.

High.	Low.
4:57 A. M....7.0 feet	10:22 A. M....4.1 feet
4:03 P. M....8.4 feet	11:18 P. M....-0.4 foot

BLETHEN IS HERE

Potlatch Executive to Confer With Festival Managers.

CO-OPERATION IS SOUGHT

Seattle Man Also Wants to Get Pointers on How to Run Show in Successful Way Portland's Fete Is.

Manifesting a get-together disposition for the success of both enterprises, Joseph Blethen, president of the Seattle Golden Potlatch, is in Portland today for a conference with Ralph W. Hoyt, president, and the other officers of the Portland Rose Festival Association. The desire for co-operation is mutual on the part of the managements of the Potlatch and the Rose Festival and today's conference is expected to have results.

Having raised more money, the people of Seattle are planning to make their Potlatch next year a much bigger event than the original effort, last Summer. Mr. Blethen comes to this city to study, among other things, finances, parades, decorating and the programme of spectacular features which made the last Rose Festival in this city the big success it proved. This investigation was suggested to Mr. Blethen by the fact that the management of the Rose Festival Association was able to give the week's entertainment with a fund of only $42,000, while the Seattle people expended about $64,000 for their Potlatch.

Most important of the subjects to be considered at today's conference is that of determining upon some plan of operation by which the two cities by their united efforts can promote the success of both shows.

"Our plan is to make the Summer of 1912 a season of continuous gayety for both Portland and Seattle in the entertainment of the thousands of tourists who will next year visit the Pacific Northwest," said Mr. Hoyt yesterday. "An interchange of ideas will doubtless prove instructive and helpful to both cities. With the Rose Festival, the Elks convention and the Seattle Potlatch coming as they do during the mid-Summer, there is no question but that there will be an abundance of entertainment for all.

"We are more than delighted with the disposition that has been shown by the managements of the Rose Festival and the Potlatch to work shoulder to shoulder and make of both shows the big success and the splendid advertisement of the Pacific Northwest that it is possible to make them."

DAIRY PRIZES INVITE

OREGON ASSOCIATION TO MEET NEXT MONTH.

Experts to Address Convention. Jersey Calf and Separators Up for Best Butter.

Substantial prizes and instructive addresses by dairy experts will be the features of the 20th annual meeting of the Oregon Dairymen's Association in the Woodmen of the World Hall, in this city, December 7 and 8.

The convention will be convened at 9:30 A. M., Thursday, December 7. Mayor Rushlight will give the address of welcome on behalf of the city and the delegates will be welcomed by G. F. Johnson, of the Commercial Club. To these addresses a response will be made by the president of the association, Carle Abrams, of Salem.

The morning programme will include two addresses: "Some Experiences in Dairy Farming," by Clarence S. Bowne, of Aumsville, who is making $120 per cow annually, and "Silage and Silo Construction," by E. V. Ellington, field dairyman United States Bureau of Animal Industry. The remainder of the programme follows:

"Co-operative Marketing of Milk and Cream," by J. C. Brown, Shedd, Or. Mr. Brown was instrumental in organizing the first cream shippers' association in Linn County. Secretary's report. Consideration of the subject of dairymen's labor bureau, by M. S. Shrock, secretary. Election of officers.

"Some Dairy Statistics From Clackamas County," by Annie I. Hughes, Oregon City, route 2. Mr. and Mrs. Hughes have increased their annual sales of cream from $42 per cow to $102 per cow annually in the six years they have been dairying.

"What I Consider the Most Important Things in Successful Dairying," by L. E. Warner, Yoncalla, Or. Mr. Warner is one of the most successful dairymen of Douglas County. (Discussion to follow each address.)

December 8—"Test Association Work," by F. H. Scribner, Rosendale, Wis.; "The First Year's Work of the Washington County Co-operative Cow-Testing Association," by Austin T. Buxton, secretary. "Advanced Registration," by W. K. Newell, Gaston, Or.; Mr. Newell is a well-known breeder of registered dairy cattle. "Dairy Reminiscences," by Charles Hanley, Hillsboro, Or.; Mr. Hanley is a retired dairyman, having turned over to his sons one of the best producing herds in the state.

Afternoon—"The $100 Crop for the $100 Cow," by Prof. H. D. Scudder, of the Oregon Agricultural College. "Quality of Dairy Products," by Warren B. Thurston, of the Dairy Division, U. S. Bureau of Animal Industry. "State Testing vs. Factory Testing of Milk and Cream," by A. H. Lea, manager of the Purity Creamery, Portland. (Discussion to follow each address.)

A registered Jersey bull calf, valued at $100, donated by William Schulmerich, Hillsboro, will be awarded as the prize for the highest scoring dairy butter exhibited at the convention. The A. H. Reid Separator Company, of Philadelphia, has offered a 500-pound separator for the dairyman exhibiting the second highest scoring dairy butter. The exhibitor taking third place in the contest in dairy butter will receive a 30-pound milk scale. The fourth successful contestant will have the choice of a two-bottle Babcock tester or a Champion, Jr. cream cooler.

WEDDING QUENCHES CASE

Woman Who Tried to End Life Becomes Barber's Wife.

Hard lines gone from her face and even the scars around her mouth caused by her attempt to commit suicide by swallowing carbolic acid hardly noticeable, Mrs. Clara Morris appeared in the Municipal Court yesterday and said she would not prosecute August Butcheck, a barber, against whom she had filed a statutory charge and on whom a grand jury subpena had been served.

"This kind of thing won't do," declared Deputy District Attorney Hennessy. "You told us you'd be ready to go on with the case today."

"I would but—I do not want to do anything to my husband, and—you see, I love him," sobbed the woman.

"Seems to be something here of which we are ignorant," remarked the Judge.

The woman then said she and Butcheck were married last night. Judge and prosecutor congratulated the bride. The case was dismissed.

CHINESE BURGLAR GONE

Louis Chin Caught in House Forfeits $250 Bail.

Louis Chin, the third Chinese burglar ever to be captured in Portland, failed to respond yesterday when his name was called in the Municipal Court. His bail of $250 was declared forfeited. The police believe he was spirited out of the city by fellow tong members.

Chin was caught by Thomas Killen robbing his mother's home at 293 Thirteenth street.

Gaston Citizens Nominate.

FOREST GROVE, Or., Nov. 10.—(Special.)—Gaston, six miles south of this city, which was authorized to call an election December 5, to determine if the voters are in favor of incorporating, have placed a city ticket in the field. At a mass meeting of the citizens the following ticket was named: For Mayor, Dr. C. E. Hawke; for Aldermen, W. H. Wescott, Bert White, H. F. Kromer, Rev. Burris, William Spence and I. T. Larson; Recorder, Fred Parter; Treasurer, C. H. Westcott; Marshal, Perry Gabbert.

Pittsburg capitalists, ex-Governor Ray W. Jones, of Minnesota, and others interested in steel have acquired a lease from the Canadian Pacific Railway, so that they may explore for iron ore over 10,000 acres near Quinsam Lake, in the Comox district.

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Oregon's Greatest Hotel

350 Rooms, 104 Suites, With Private Baths.
NEW FIREPROOF BUILDING
Moderate Rates.
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The largest and most magnificent hotel in Portland; unsurpassed in elegance of accommodations or excellence of cuisine. European plan $1.50 per day and upward.
G. J. KAUFMANN, Manager.

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Fifth and Washington Sts.
DESIRABLE SUITES FOR PERMANENT OCCUPANCY AT REDUCED RATES.
A Hotel in the very heart of Portland's business activity. Moderate price restaurant in conection.
Modern in every respect. Rates $1.00 and up.
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Fourteenth and Washington Sts.
This Thoroughly Modern, Absolutely Fireproof Hotel
Offers Unexcelled Service, Comfort and Convenience at Moderate Rates.
200 Rooms - - 120 Bathrooms
Every room faces the street.
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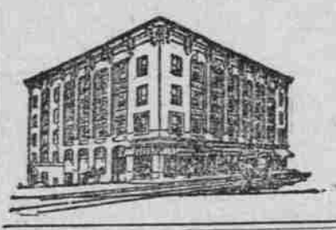
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