

# STEVENS BROS.

## Last Week of

# CLEARANCE

### SALE

If you are looking for  
BARGAINS  
Come to our Farmington  
Store. We must make  
room for our Spring Stock  
and will sell at

# Slaughter Prices

Remember, we will sell you all kinds of merchandise at the sale at prices which beat any of the sales now advertised.

We have no high rents, no salesmen to pay, no heavy expenses to keep up;  
BUT WE

## Must Have More Room

Drive over and see our stock. We are selling hundreds of articles at below cost. Sweaters, shirts, dress goods, dry goods, shoes, groceries, crockery and decorated ware—All our lines are down to the "no-profit margin." Simply because we must have more room. Call and get Our Prices. This is a genuine BARGAIN WEEK

This week we have added to the Slaughter Sale List  
Our Stock of

# BOOTS AND SHOES

And Groceries  
And our Prices have been cut below Cost in hundreds of instances. Come and see a  
GENERAL CLEARANCE SALE

# STEVENS BROS.

Farmington, Ore.

## PIONEER WOMAN OF EIGHTY SIX

Crossed the Plains to Oregon  
in 1845, by Ox Team

STILL RETAINS MENTAL FACULTIES

Mrs. Ralph Wilcox, Well Known to  
County Pioneers

A well known pioneer resident of Hillsboro, and known to nearly all who were early Oregon pathfinders, is Mrs. Julia Ann Finkle Wilcox, widow of Dr. Ralph Wilcox, a resident of Hillsboro in the early fifties. Mrs. Wilcox was born in Virginia, August 15 1823, and was married to Dr. Ralph Wilcox in October, 1841. They crossed the plains to Oregon in 1841, settling first in Yamhill County, taking up a donation. They later traded for what is now a part of the Michael Moore



donation land claim, in Hillsboro, and then from here went to Oregon City, where Dr. Wilcox was three years receiver in the land office. The husband died in 1876. Mrs. Wilcox still retains her mental abilities, and has a remarkable fund of reminiscence of the Oregon early days and frequently tells how their party crossed to Oregon in the 'Yek cut-off—a trip that was disastrous to many. Her memory is something prodigious, and her quaint tales of early times appeal to the listener as a page of romance. Her surviving children are: Mrs. Francis A. Abbott, wife of A. C. Archbold, Hillsboro; Ed. in Wilcox, John D. Wilcox and Mrs. Araminta Wilcox, all residing at No. 90 Sixteen Street, North, Portland; and M. S. Caroline Goodie, of LaGrande. Three children have passed away.

She is a member of lifelong affiliation of the Methodist Church. Mrs. Wilcox makes frequent visits to Hillsboro to visit her daughter, Mrs. Archbold, and meet with the pioneer friends of early life.

W. H. Stratton, of near Cornelius, and who is well known as an orchardist, has sued Emily Stratton for divorce. They were married in Portland, October 2, 1909, and he charges desertion Nov. 25, 1909, alleging that she left him without his consent, or without provocation. He also alleges that after she left him she sued him for non support, causing him humiliation and annoyance. The case was dismissed against Stratton. He also recites that she told him she "could not love an old man" like the plaintiff. Another charge is that Emily looked on the convivial side of life at a Portland Hotel and that her libations were that copious that she became inebriated.

Mary A. Halvorsen, who married John Halvorsen in 1904, has sued her husband for divorce, and asks for the custody of two small children, and for \$100 to prosecute the suit; and \$20 per month alimony; or \$750 cash, for support of herself and children. She also asks for one third of the real property near Farmington, which is valued at several hundred dollars. Mrs. Halvorsen says that her husband has frequently charged her with being unfaithful, and has caused her to cut and carry in the wood and do manual labor on the farm.

Barney Lois, of Beaverton, and who is one of the progressive orchardists of his section, was in town yesterday. Mr. Lois has been taking the Winter course in horticulture at Corvallis, and says they have splendid and practical equipment, and avers that if people generally knew the worth of the school many farmers would attend the Winter classes. Mr. Lois is manufacturing agent for a spray that is advertised in another column.

Fruit Inspector S. J. Galloway, of this city, expects to inaugurate a thorough campaign for spraying of fruit trees and destroying of old orchards, just as soon as the weather settles a little. There are still many old orchards in the county that are pest riddled, and these must go in order to protect the orchards that are receiving care.

J. L. Meek Jr. returned the first of the week from a trip up the Valley, and went on out to visit his brother, S. A. A. Meek, of Glencoe

## ALASKA'S GREAT COAL PROBLEM.

Roosevelt's Conservation Order  
Delaying Development.

LOCAL NEED SAID TO BE ACUTE

E. C. Hawkins, Engineer in Charge of the Copper River and Northwestern Railroad, Throws Light Upon an Absurd Situation—Paying \$14 a Ton For Coal When It Can Be Mined in the Territory For \$1.50.

Because Alaskans cannot mine any of their own excellent coal by reason of the conservation order of President Roosevelt they are being forced to make heavy drafts on the timber reserve, according to E. C. Hawkins, engineer in charge of the new Copper River and Northwestern railroad, who has just reached New York to make his annual report to the company.

Mr. Hawkins is the engineer who built the remarkable White Pass and Yukon road, an achievement second only to the one he has now half finished for the Morgan-Guggenheim syndicate. He has some most interesting things to say about the conditions in the northland that have recently been attracting public attention.

"The local need for our own coal is acute," said Mr. Hawkins. "We feel it especially in our road construction, but every one else feels it too. People must keep warm in Alaska, as elsewhere, and it needs much fuel to do it in winter. We pay \$14 a ton for British Columbia soft coal to use on the railroad, and it certainly costs the small consumer up less. Even this has been unobtainable at times, and we recently faced the necessity of putting a large force to work cutting timber for firewood to be used in keeping our five caissons and pier pumps going and running the work engines. At that we found it at times almost impossible to keep steam in our boilers, though the safety of much construction and even of lives depended on it. With an almost inexhaustible store of coal within a few miles of our tracks we should be getting it for about \$1.50 a ton instead of \$14. Certainly without adequate fuel supply the opening of Alaska with railroads is going to be very slow. It cannot be otherwise. And transportation development is the greatest need of that wonderfully rich territory.

### The New Copper Region.

"Nevertheless, the Copper River and Northwestern is being forced ahead as rapidly as possible. By the 1st of next July it will have reached the mouth of the Chitina river, 138 miles inland. This means that the great Kootana-Chitina copper region—probably the richest in the world, but so far almost unexplored—will be easily accessible to miners and prospectors next summer, an event that Alaska is awaiting eagerly. This practically the opening of a new region for ingress and egress, has hitherto been most difficult. The development of this territory means a large and continuous production of wealth for generations not in one spot, but over a large area.

"The road is now carried to the mouth of the Tikel river, 102 miles from Cordova, our terminus at Idewater. In this stretch there is only one break—at Mile 46, where the line crosses the Copper river between the two active glaciers, Childs and Miles.

"It has been necessary at this point to build a 1,000 foot bridge of unprecedented strength and construction to resist the ice flows. Just above the bridge is a lakelike widening of the river into which the three mile front of Childs glacier volleys great bergs all summer long. In winter this lake is frozen several feet deep. At the present time we are running trains over the ice on temporary tracks, so that track will be continuous to the end of the line until the spring breakup. The three bridge piers have had a severe test this summer. The ice flow, as can be imagined, is tremendous. The river is deep and swift and the force of the big bergs afloat on it nothing short of terrific. To resist this we have sunk our piers forty to sixty feet to bedrock, building them of solid concrete, reinforced by heavy steel rails set upright a foot apart in the concrete. The piers are further protected by the heaviest kind of concrete and steel guards, also sunk to bedrock, and are set where there are bars in the river that deflect the biggest of the bergs. They are ninety feet through from end to end.

### Bridge Building in Alaska.

"The steel superstructure of the bridge we hope to have in place early next fall, by which time the line will be well on its way eastward up the Chitina to the copper mines. This is to be the first branch of the road completed, and it should be open from the eastward to the southern terminus about one year from now.

"Another branch beginning at Mile 38 of the main line on the Copper river and running about forty-eight miles to the Bering river coal fields is surveyed, and a good deal of the roadbed is built. This branch could be built in a short time and the Alaskan coal made available for our Alaskan road and the people of the territory without further delay.

"Beyond the end of the present length of track at Tikel the line runs through Woods canyon for twenty miles. This gorge is exceedingly wild, with almost perpendicular sides for considerable stretches. This necessitates almost continuous rock work, and this is about the only kind of construction we are able to continue on the road during the winter. From 600 to 1,500 men will be kept in the canyon all this winter, and as soon as possible in the spring 2,000 more will be added to the force. Beyond the mouth of the Chitina construction is moderately easy for the Alaskan coast, which presents more and more obstacles to railroad construction than any part of the world I know. At the Chitina,

however, the Copper river must be bridged for the third time within a hundred miles."

## EXPERT SEES FUTURE FOR ALASKAN FARMING

Important Statement by Government Agent Just Returned.

There are many thousands of miles of good tillage land in the valleys of the southern coast of Alaska, to say nothing of the great interior, according to Levi Chubbuck, special agent for the department of agriculture, who has just returned from the northland.

Mr. Chubbuck spent the entire summer making a general reconnaissance of agricultural lands that may be surveyed for homesteading by the general land office. The chief areas examined were the Sushitna basin north of Seward, the Copper river and the Tanana valleys. Concerning agricultural progress and possibilities in Alaska he makes statements that may be considered most conservative, but that will be amazing to the great majority of those "outside."

"The most obvious fact concerning nearly all the valleys of this area I have seen—from Idewater northward 150 miles—is that they are natural grazing lands. There are certainly thousands of square miles of a very high quality of wild grass, the nutritive value of which for stock seems well established. The grass often stands six and seven feet high and is of the most luxuriant growth; also it can be cured and is of good keeping quality.

### A Great Dairying Country.

"Nearly all of this land except some side hill areas has more or less standing and fallen timber on it, but much is immediately available for grazing. With adequate winter protection stock thrives, and the market with the development of roads would seem assured. At present every pound of meat consumed must come from Seattle, and meat is of first importance in the diet of so cold a country as this. In many parts of the country also it costs the consumer \$1 a pound. All dairy products, too, are brought in by steamer at high cost, and this is certainly a dairying country.

"There need be no speculation as to some present possibilities. Farming has just begun in a few localities in this region, and local conditions are most varied, but oats and barley are being successfully grown, timothy flourishes, and the root crop is of high excellence.

### Found Many Fine Farms.

"I have been astonished at the amount of farming under way around Seward. I had expected practically none, and instead I find half a dozen flourishing ranches on a commercial basis and dozens of home gardens. Potatoes of first quality are being grown in half a dozen neighborhoods, excellent turnips grow freely, and there seems no difficulty with beets, carrots, radishes, beans, peas and lettuce. Cabbage and cauliflower are a surprising success in some localities. I believe this list can be extended almost indefinitely with careful selection of varieties, a study of soil requirements and acclimatization by selective breeding. The possibilities are still practically unknown, but we do know that they are far greater than most people even here in Alaska imagine. Some of the most promising parts of this area have not been tried at all, and the most successful tests have generally been in the least likely localities.

"Regarding climatic conditions I have been somewhat surprised. Within a thousand feet of sea level in fairly open country the growing season is not shorter than in the mountain region of New Hampshire. Peas are safely planted in May, and danger from frost is considered over after the first few days in June. In the fall the first frosts are rarely before the second week in September. It is true that the summers are cooler than in the northern states and on the immediate coast have more rain, but there is compensation in the fifteen to eighteen hours of sunshine daily and the continuous daylight for nearly three months.

"The exact area of the tillage lands in the Sushitna group of valleys, as an example generally applicable, is still impossible even to estimate, as much because of its undeveloped state rather than because it is inaccessible. There is a total area of about 2,500 square miles along the western edge of Kenai peninsula bordering Cook inlet, the greater part of which is probably available and some small valleys in the interior of the peninsula. I roughly estimate the rest, which includes the Knik Arua region and Matanuska valley to the eastward, the Yentna to the westward, the main Sushitna valley and smaller tributaries running northward far into the interior at, say, 2,500 square miles, but it might exceed this considerably."

### The Dietitian.

Spite of his mamma's appeals, Little Ben bolts all his meals, Then, to show it doesn't hurt, Eats some bits for his dessert. Nuts and bolts, when in solution, Build an iron constitution. —Life.

### Not Golden Silence.

"I would like to employ you," said the astute lawyer, "but I understand that you drink and talk in your cups." "No, no," cried the applicant eagerly, "I get absolutely speechless." —New York Times.

## NEW STAMPEDES IN ALASKA NEXT YEAR

Predictions of Great Activity in the Iditarod Placers, the Chitina Copper Region and Sushitna's Gold Quartz Belt.

Three different mining stampedes, each distinct in character, are predicted

for Alaska next summer, and one of them is on in the depth of this present winter. To the Iditarod placer diggers men are now toiling over the snow trails in a wild chase for a share of the undoubted riches first found there last season. Into the great copper belt of the Chitina basin there will be another influx of miners and prospectors next July when the Copper River and Northwestern railroad reaches the outer edge of the district. Still another group, the gold quartz miners, will flock to Kenai peninsula and the Sushitna valley as soon as the snow has gone to follow up the recent Moose pass and Willow creek strikes.

It would seem then that Alaska has finally advanced to the quartz mining stage, and to this may be added 1910 coal mining in the Bering river fields. This change really marks a most important milestone in the development of the northern territory. Placer mining produces much gold, but it is not a permanent resource, does not make a permanent population or even a warrant, as a rule, the building of railroads. Quartz mining does. The placer fields of the Iditarod and Innoko rivers, which are said to be larger in extent even than the Klondike fields, are sure to yield many large fortunes. If the gold process as rich as the present showing would indicate the district will have a population of 10,000 within a twelvemonth. Already there are 2,000 men where a year ago there were hardly a dozen. The excitement resulting will be great, and the romantic story of the Klondike and Nome will be repeated. But it would be most exceptional if ten years from now should see any important placer mining going on in that now almost unprospected region. It will simply be worked out.

It is different with the Chitina copper region. There is a known belt of mineralized rock 120 miles long and eight or ten miles wide, and, though this belt may also be said to be not half prospected, there are thirty-five or more groups of claims on it. One or two of these have been so far developed that there is assurance of a large ore supply for generations. So sure is the future of this region that capital is spending \$10,000,000 on a railroad from the sea 200 miles inland to tap it. Yet there is every possibility that dozens of other properties still unknown may equal that one or two. The Chitina region had never been entered except by a few miners, engineers and Indians, so that when the railroad, now 100 miles inland, reaches the mouth of the Chitina river, thirty-five miles further, next summer, practically an entirely new country, the future activity of which is assured beforehand, will be opened up. At present ingress is possible only by long trail trips over a very rough country, a condition that will be changed almost in a flash within a few months. The result to those who know what pioneer conditions are is apparent.

Another new mining field that gives great promise of attracting large numbers of pioneers next summer is that north of Seward, on Kenai peninsula. This is old placer country, in which some of the mother lodes have recently been discovered and are proving very rich. This country is still very difficult of access beyond Cook inlet, as there are not even government trails, but a railroad is on its way inland to the Matanuska coal fields, and the Alaska road commission has promised next summer to build a trail northward in this valley and across the mountains to the headwaters of the Kuskokwim on the way to the Iditarod diggings. This will give a great impetus to both quartz and placer mining along the line and will allow the development of several quartz propositions.

The railroad out of Seward already crosses the peninsula seventy miles and with new government trails has this last year made available much gold quartz country of great promise. On the whole, the most conservative investigator must admit that Alaska's greatest mining days are of the future and that the mineral wealth production will be in the steady ascendant from now onward.

The Aftermath.  
'Twas the night after Christmas, and all through the flat  
Not a creature was stirring, not even the cat.  
For father and mother and me and the kid,  
Every one was knocked out with a pain  
in his mid  
Because of the candies we ate for a lark  
And kil from the paint that he chewed  
from his ark.  
—Judge's Library.

Very Particular.  
"Please, teacher."  
"Well, Gwendoline?"  
"I told my ma I was in nouns, and she says I may learn the proper nouns, but she doesn't want me to have anything to do with the common ones." —Baltimore American.



Out of Date Santa.  
"Remember, Johnny, if you are naughty Santa Claus will not visit you."  
"I don't care. I saw a picture of him riding around in a sleigh instead of an automobile."

Jack Tars.  
Few people know the reason why sailors are so often called "Jack Tars." The name dates from the days of gossiping Samuel Pepys and is an abbreviation of the word "tarpaulin." It came into use to distinguish the real practical seaman, who knew his business, from the "swell" officer, who did not always.