INDUSTRIAL DEVELOPMENT OF PACIFIC NORTHWEST

SUGAR INDUSTRY PRIDE OF VALLEY

Oregon's Only Sugar Factory at La Grande Develops Latent Resources.

By A. H. Harris, Journal Staff Correspondent.

La Grande, Or., Aug. 25.—While Oregon is famous for her forest wealth and rich in her fields of golden grain; while the industrious husbandman has developed orchard and farm out of barren hills and sage brush plains; while the shepherd with his flock has coined wealth and independence while spreading the fame of the Oregon country wherever wool is used in this country; while the irrigationist with ditch and dam has made two blades of grass grow where but one sprig of greasewood grew before, it has remained for La Grande and the Grand Ronde valley to develop the only sugar manufacturing business in the commonwealth and introduce a new method of intensive farming which has revolutionized methods of cultivation as completely as it has driven to the top of the values thermometer, the prices of land in the district affected.

Only Sugar Factory in Oregon.

La Grande is the only town in the state where sugar is manufactured and refined for the market of the world. The industry has grown up among grain fields amidst orchards of luscious fruit, within the sound of the lowing of herds and the crying of flocks. Population has increased, land values have jumped upward by leaps and bounds, the production of the soil has increased many fold, and the old fashioned idea that eastern Oregon was a "one crop" country and that crop wheat, has been dispelled for all time. The people of La Grande are enthusiasts on methods of intensively cultivating the soil.

The story of the Grand Ronde valley, of its reclamation from a trackless waste to a section of unbounded riches within a brief half century, reads like fiction. Invaded by sturdy pioneers, settled by men of determination and energy, developed largely by wealth produced from the soil itself, peopled now by a wide-a-wake and progressive citizenship determined to make every day count for wider opportunities and greater things, the Grand Ronde valley is the pride of eastern Oregon and the hope of future generations.

First Settlement in 1861.

Except for the early fur traders, who hunted in the forests of the Blue mountains, the first white people to enter the valley came in the fall of 1861. The party consisted of S. M. Black, W. Marks, Willis Marks, William Chaffin, Robert Alexander, C. C. Crane, Willis McCauley, Job Fisher and Benjamin Brown and wife. Five of the party, including Mr. Brown, took up donation claims about five miles from the present site of La Grande, and in that isolated spot the winter of 1861 was passed. Mrs. Brown was the only woman in the camp until the following spring. The first house, or cabin, was built by Mr. Brown, who is one of the commissioners of Union county today, and it was used as a hotel. The settlement was called Brownsport for a number of years.

Naturally the first settlers went into the stock business. It was impossible to have sent grain from the country had any one been foolhardy enough to have suspicioned that wheat could have been grown upon the hills and in the valleys. For many years no effort was made to develop the valley in an agricultural way, stock men claiming the range by right of previous settlement and sometimes by force. Cattle, sheep and horses were ranged over the hills without hindrance, and fortunes were accumulated as the settlement of the west progressed.

Barb Wire and Settlers Came.

The day of settlers and barb wire came, and the ranges were taken from the herdsman and occupied by the homesteader. The herds and flocks were forced back year by year toward the mountains, settlements sprung up throughout the valley, land was cultivated, and the first dawn of the present development was seen.

It was found that wheat developed wonderfully on the sand ridges which constitute a large part of the valley, and the grain business sprung into prominence. "Wheat kings" were developed as if by magic, land values jumped up an up, and the last spot capable of supporting a family was occupied. Then real development begun.

Orchards were planted in the sheltered coves, vegetables, especially potatoes, were planted on large acreage, the prune industry developed slowly but surely, and population increased rapidly. With this intensive agricultural sentiment firmly fixed in the minds of the people it is but natural that the first sugar factory in Oregon should have been located here.

Output Daily, 88,000 Pounds.

The La Grande sugar factory has a capacity of 400 tons of beets per day, and an average season's run will range between 70 and 100 days. About 11 per cent of the beet is transmuted into sugar, the daily output of the finished product is about 88,000 pounds. Figuring the season's run at 90 days, the output of the factory would be over 7,000,000 pounds. To produce the beets requires over 5000 acres of land, and hundreds of families are provided with homes and labor in the production and manufacture of the beets. The cultivation of the little beet requires much labor, as the soil must be thoroughly cultivated and weeds must not be allowed to sap the plant food. Thinning harvesting and marketing must be done at exactly the right time or severe loss is sure to occur.

The labor problem has been a serious drawback to the operation of the plant. Colonization schemes have been tried. Japanese laborers have been brought in, and finally a system of small farms, owned by heads of families, is giving much the best results. The operating company is selling off its large tracts of land and making contracts for the production of beets by men who will cultivate their land for that purpose alone and give all their time to the business.

Brief History of Sugar.

The earliest mention of beet sugar seems to have occurred in 1747, when Margraf, a German scientist and chemist, published the results of his experiments with certain varieties of beets from which he had developed sugar. It was over a half century before capital took the discovery up and built the first plant to manufacture sugar from the roots, the factory at Kunern, in lower Silesia, being erected in 1799. About that time Carl Kranz Achard invented a practical method of extracting sugar from the beet. Following this, Russia established the first factory in 1802 and France followed in 1811. Napoleon's embargo on English commerce gave the first impetus to the manufacture of sugar, and France took up the industry on a large scale.

About 1840 German scientists introduced new apparatus for the extraction of sugar from the beet, and from that time the business took on new life and development was rapid.

First American Factory.

The first factory in the United States was established at Northampton, Mass., by David L. Childs. The process of extraction was faulty and the factory failed. At Chatsworth, Ill., in 1863, two German farmers named Grennert established a factory and put 10,000 acres of land in beet culture. The venture failed. In 1869 Bonesteel and Otto, after experimenting successfully with beet culture, established the first successful plant at Alvarado, Cal. The factory is still in operation. The project was brought to successful issue by E. H. Dyer, of Alvarado, who encouraged the establishment of the plant and assisted in securing the cultivation of large acreage of beets among his friends.

In 1879 Mr. Dyer bought the plant, organized a new company, and made the first introduction of beet sugar on a large scale outside of his immediate territory. In 1890 the Oxnards and Claus Spreckels became interested in the manufacture of beet sugar, establishing a number of successful factories in California.

Ten Million Sacks Annual Output.

In the United States there are 68 factories with a daily capacity of 52,000 tons of beets. Of these factories 16 each are located in Colorado and Michigan, eight in California, five in Utah, and the others are scattered over the northern range of states. Last year these factories manufactured over 500,000 tons, or over 10,000,000 sacks of sugar. The average consumption of sugar in this country is about 82 pounds per capita, hence the beet fields of the country produce but a small percentage of the supply. It is estimated that the people of the United States spend more than $1,000,000 each day for sugar.

The people of Great Britan are the heaviest users of sugar, the per capita consumption being 85 pounds per annum. The people of Servia are the smallest consumers, the average being just less than seven pounds yearly.

NORTHWESTERN COMING TO COAST

North Coast Road Said to Be Link in New Transcontinental Route.

(Special Dispatch to The Journal.)

St. Anthony, Idaho, Aug. 25.—It is generally believed here that the Northwestern is behind the railroad now building from Armstead, Mont., to St. Anthony. The western terminus of the Northwestern is Lander, Wyo., and efforts have been made for years to get an outlet to the Pacific, thus making the road a transcontinental route.

The proposed plan is for the construction of a section of the road from Armstead to Salmon City, which is now going west through north central Idaho to Lewiston, into southeastern Washington, and on to the Pacific coast. Having started the work out of Armstead and continuing it well into Idaho, the construction of the link between Lander and St. Anthony will be taken up and from there the line will be built to Armstead. This would form a Pacific outlet and terminal for the Northwestern.

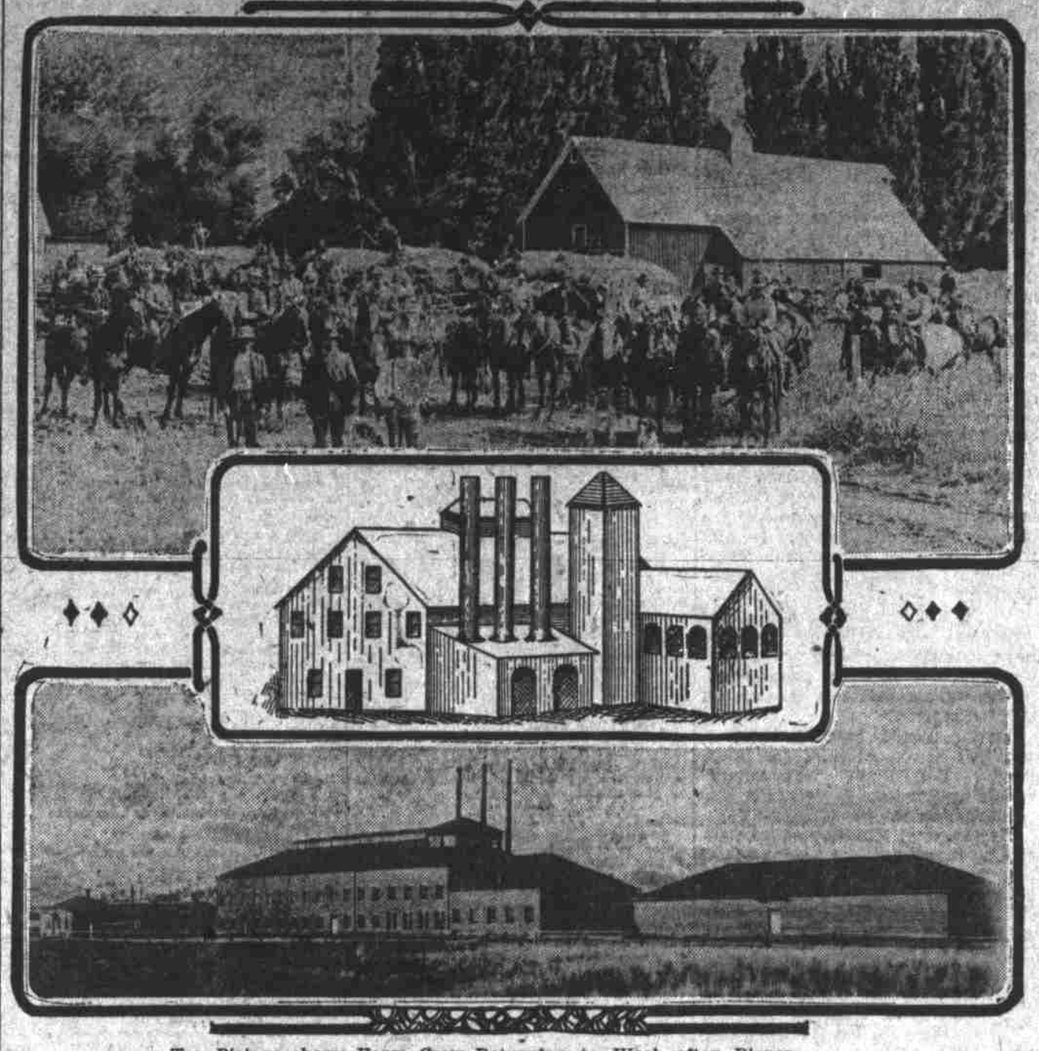
Will Open Central Idaho.

Leaving St. Anthony, the Northwestern proposes to build north parallel to the Butte-Salt Lake branch of the Oregon Short Line through the eastern section of Idaho, skirting the border of the Yellowstone park, where a pass is located, allowing the line to push on direct to Armstead. From there the present route of the Pittsburg & Gilmore will be followed to Junction, thence up the Lemhi river to Salmon City. Leaving the latter place the Northwestern follows the easy grade of the big Salmon river across north central Idaho to Goff, where the stream takes a big bend to the north, and then west to Lewiston, where it strikes the Snake river and follows this stream into southeastern Washington to Pasco, with a branch of the main line completing a loop through Walla Walla.

North Coast Is Link.

At Pasco the line connects with the Spokane branch, which is now being promoted as the North Coast line, constructed by R. E. Strahorn, the financier who has puzzled the railroad world through his activity in the proposition to build a line from Spokane to Seattle. With the two roads connecting at Pasco, one of the thriving little cities of southeastern Washington, a northwesterly direction is taken to Seattle, where it is claimed that terminal right of way has already been secured. This would give the Northwestern its Pacific coast terminal, and make it a transcontinental railroad.

LA GRANDE, SUGAR CENTER OF OREGON



Top Picture shows Farm Crew Returning to Work after Dinner.
Middle Picture, view of First Sugar Factory on Pacific Coast, built in 1877.
Lower Picture, view of La Grande Sugar Factory.

CREAMERY REOPENS AT LEXINGTON

(Special Dispatch to The Journal.)

Lexington, Or., Aug. 25.—Arrangements have been completed for the reopening of the Lexington creamery, September 1. An experienced butter maker has been secured to have charge of the business.

When the creamery was first opened the butter made by it was sold on the Spokane market at a premium, showing that the quality of the Morrow county product is superior.

Arrangements will be made to ship cream from all points along the branch line, and wagons will be sent out on three or four different routes.

HUGE HATCHERY ON TANNER CREEK

Royal Chinook Salmon Will Be Propagated at Rate of 50,000,000 Annually.

(Special Dispatch to The Journal.)

Bonneville, Or., Aug. 25.—One of the largest and probably the best equipped fish hatchery in the United States is under construction near the mouth of Tanner creek, not far from Bonneville. J. W. Berrian, who has the work in charge, says that the natural food supply for fish in Tanner creek can not be surpassed anywhere in the world, and that the place selected for the hatchery is an ideal one for the purpose.

The main building is to be 250 feet long, with a width of 55 feet. There will be about 250 hatching troughs, to be built as the need for them demands, this to depend upon the number of ponds that can be arranged for the accommodation of the young fish as they mature. With the equipment contemplated, it is expected that the hatchery will be able to turn out from 40,000,000 to 50,000,000 fry each season. A specialty will be made of the Royal chinook, and development of this fine native species will be the first object, but incidentally all the other standard species will be cultivated.

Water is to be piped about a quarter of a mile from Tanner creek to the hatchery, and it is expected that a flow of 2000 gallons a minute will be secured. From six to eight men will be employed steadily when the hatchery gets under way, and for the acommodation of the superintendent and his assistants comfortable and modern living quarters are being built. Throughout the building and all equipment, the best and most modern materials, plans, machinery and apparatus will be used.

APPLES WILL YIELD 1000 BOXES PER ACRE

(Special Dispatch to The Journal.)

Medford, Or., Aug. 25.—Estimates of 1000 boxes of apples to the acre are made on the orchard of Adolph Helms, not far from Medford. This orchard consists of eight acres of 23-year-old Newtown Pippins, and the trees are now laden with the biggest crop on record. In 1907 the orchard produced 6500 boxes of Newtons, which netted the owner $2.50 a box, or $16,000.

MONTANA LAMBS BRING HIGH PRICE

(Special Dispatch to The Journal.)

Billings, Mont., Aug. 25.—Smith Brothers, a Chicago commission firm, has purchased 50,000 lambs for October delivery, at prices ranging from $5 to $6 a head, against $3.50 to $4, the figures prevailing at this time last year. The lambs will be shipped to Wisconsin and Minnesota feeding grounds.

TWO TIMBER CLAIMS BRING RECORD PRICE

(Special Dispatch to The Journal.)

Albany, Or., Aug. 25.—William Brenner has sold two timber claims, taken by himself and his wife, for $21,000. The timber is on the Calapooia river, and each claim will cruise 15,000,000 feet. Recently five Scio people formed a pool and placed five claims on the market, receiving an offer of $50,000 for them.

Oats Yield 75 Bushels.

(Special Dispatch to The Journal.)

Halsey, Or., Aug. 25.—Fall grain is nearly all threshed, oats going from 50 to 75 bushels per acre. From a small acreage one farmer sold his vetch crop of 150 sacks for a little over $1600, netting him $5.40 per sack. Wheat is being held for higher prices generally. Harvest of spring grain has barely commenced, with prospects for a bountiful yield.

Commercial Club Builds Home.

Wenatchee, Wash., Aug. 25.—Construction of the Commercial club building will be commenced soon. The building will be two stories high, with basement, and will be 50x120 feet, costing $15,000.

OREGON PEARS TO PRESIDENT TAFT

Rogue River Bartletts Will Grace Table at Summer Residence.

(Special Dispatch to The Journal.)

Medford, Or., Aug. 25.—Manager C. E. Whistler of the Bear Creek orchards has shipped a box of extra choice Bartlett pears to Beverly, Mass., as a gift to President Taft. The pears were selected with the greatest care, showing not a mark or a bruise and are uniform in size. They will probably be as choice as was ever sent east from the coast.

SAGE BRUSH LAND UNDER BIG DITCH

Echo Project Covering 15,000 Acres on Umatilla River Nearly Finished.

(Special Dispatch to The Journal.)

Echo, Or., Aug. 25.—Under the Western Land & Irrigation company project there are 15,000 acres of choice alluvial sage brush lands, of which the company owns 3000 acres, being placed under the plow. The lands lie on the south and west of the Umatilla river, and are rated among the most productive fruit and alfalfa lands in the northwest. The soil is deep and the land all has a natural drainage into the Umatilla river, which is a very important factor in irrigated lands.

Water for this project is taken out of the Umatilla river about a mile above Echo. The company has the headgate, weir and spillway of concrete work completed, and will commence at once to rush to completion during low water this fall the construction of their 400 foot dam across the river. The main canal is 30 feet wide on the bottom for the first six miles, and for the next six miles, to the main diversion point of the laterals covering the lands, it is 20 feet on the bottom.

The company has water in the canal and laterals this year sufficient to irrigate quite a body of land, and with the completion of the big dam this fall will be in a position next year to cover the entire project with ample water for irrigation.

Condensed Milk by Carload.

(Special Dispatch to The Journal.)

Sico, Or., Aug. 25.—A full carload of condensed milk has been shipped to Seattle by the Sico condensary, the first shipment of that size to be made to Puget sound cities.

SNAKE RIVER LINE TO OX BOW TUNNEL

Northwestern Railroad Is Building Rapidly Down Canyon to Lewiston.

(Special Dispatch to The Journal.)

Huntington, Or., Aug. 25.—Track laying on the Northwestern railroad, being built down Snake river from Huntington to the Iron Dike mines and eventually to Lewiston, has now reached the big tunnel at Ox Bow. The steel rails are invading a canyon wild and picturesque and the shriek of the engine is now heard where a few months ago the fasest conveyance was the cowboy's broncho. At the end of the rails is a tunnel a half mile long, and at the other end of the tunnel is Copperfield.

It is 55 miles down the Snake from Huntington to Copperfield. The Northwestern track is within a mile of the latter place, although it carries passengers only to Brownlee, 42 miles down the river. Two hundred and fifty men are now working on the grade and in the tunnel. Before track can be extended beyond the tunnel a bridge will have to be constructd across Pine creek.

Through Rugged Canyon.

On either side of the steel bands are towering mountain peaks, bald and shaggy, cut up and twisted by an unseen force into majestic shapes and forms. In places the canyon narrows and the waters of the winding Snake go rushing over boulders and rapids. There it broadens a little and there is space on the bench for a ranch. These spots are all in cultivation, largely given to orchards.

At the gypsum mine material used in cement is mined from the top of a mountain and hauled in a tramway to the mill at the base. The first station is Marble, named in honor of the marble quarries on Fox creek. Then comes Mineral station, Soda Springs and Robinett, where a townsite has been platted. Robinett is the shipping point for the rich Eagle and Pine valleys.

Homestead, six miles beyond Copperfield and the town which supplies the Iron Dike mining district, will be the terminus of the Northwestern for the present.

SECOND CONTRACT ON GRAND TRUNK IS LET

(Special Dispatch to The Journal.)

Vancouver, B. C., Aug. 25.—A contract for the construction of 140 miles of the Grand Trunk Pacific railway up the Skeena river to Aldermere, in the Bulkley valley, has been awarded to Foley, Welch & Stewart, who have nearly completed the building of the first 100 mile section from Prince Rupert to a point opposite Copper river.

Although no official figures have been given out, it is understood that an extension of the schedule of prices for the various kinds of work will show that the contract price will be between $9,000,000 and $10,000,000.

BEAVERTON RALLIES FOR GOOD ROADS

(Special Dispatch to The Journal.)

Beaverton, Or., Aug. 25.—A good roads rally will be held here Saturday. People in this section are awakening to the fact that good roads are indispensable to the natural progress of the country. Beaverton has 28 trains daily between 7 a. m. and midnight, so that transportation facilities are not lacking.

ORCHARD SELLS FOR $6000 PER ACRE

(Special Dispatch to The Journal.)

Wenatchee, Wash., Aug. 25.—L. S. Palmer of Chicago has purchased 20 acres of orchard from J. H. Miller for $22,500.

Big Log Drive.

(Special Dispatch to The Journal.)

Eugene, Or., Aug. 25.—The Booth-Kelly Lumber company has started a 7,000,000 foot log drive from Deerhorn on the McKenzie to the Coburg mill. At the present stage of low water, it will take 30 to 40 days to get to Coburg, as the logs are very large and hard to handle.

INDIANS CONTROL IRRIGATION PLAN

Law Requiring Redskins to Sell Three-fourths of Their Land Is Bar.

(Special Dispatch to The Journal.)

North Yakima, Wash., Aug. 25.—The fate of the Wapato irrigation project which is intended to reclaim 20,000 acres of the best land in Yakima county rests with the Indian owners of the land.

Under the strict provisions of the law the Indians would be required to sell three fourths of their allotments and apply the money for water rights for the remaining one fourth. This the Indians refused to do. They are now being offered different forms of contract.

Under one form they may sell 20, 40 or 60 acres of the allotment and apply the proceeds on the water rights for the remainder of the land. Under the other form they need not sell any land, but may acquire the water right in the same manner as white owners, paying for it in 10 annual installments.

Leading white men on the reservation are now doing all in their power to get the Indians to understand the contracts and to accept one, so that the work on the project may be begun as soon as possible.

GRAIN LAND SELLS AT $100 PER ACRE

Powder River Wheat Farmer Nets $32,000 for Choice Tract Near Baker.

(Special Dispatch to The Journal.)

Baker City, Or., Aug. 25.—Over $100 per acre was paid by Earl F. Cranston to H. Bamberger for a tract of land north of town. The deal has just been consummated.

The tract originally contained 320 acres, but Mr. Bamberger some years ago sold five acres and the remaining 315 acres brought him a round $32,000 cash.

The land lies just joining the city limits on the north and is on the east side of Powder river. It is one of the choicest grain tracts in the county and is known as one of the most productive of Baker farms.

RAFT RIVER VALLEY TO BE IRRIGATED

(Special Dispatch to The Journal.)

Burley, Idaho, Aug. 25.—The building of the Utah-Burley, railroad assures another reclamation project for Cassia county under the Carey act, embracing 54,000 acres of land in the Raft river valley southeast of Lieutenant Governor Sweetser's big ranch. One thousand second feet of the flood waters of Raft river have been filed on for the new project and the lands will probably be segregated by the Kuhn interests. The plans for the project propose a dam 107 feet high and 1500 feet long on top, forming an immense reservoir with a capacity of 60,000 acre feet.

The soil in the Raft river valley is very deep and fertile and the new project is regarded as one of the most promising in the state. The Utah-Burley road will pass directly through the new project and will prove a great factor in the development of a rich and fertile section which has long lain dormant by reason of its isolation from transportation facilities.

DOUGLAS COUNTY'S FRUIT, 50 CARLOADS

(Special Dispatch to The Journal.)

Oakland, Or., Aug. 25. — Last year the Douglas County Fruit Growers' association, with which 50 growers were affiliated, shipped from Roseburg 1367 boxes of peaches, 3390 boxes of pears and 5742 boxes of apples, besides a considerable amount of cherries and small fruits and berries. The secretary estimates that the association handles about one third of the fruit shipped from this county. Multiplying that number by three would give, in the absence of accurate figures, as near a correct estimate of the amount shipped as it would be possible to arrive at, or 4100 boxes of peaches, 10,170 boxes of pears and 17,236 boxes of apples, which would equal almost three carloads of peaches, 21 carloads of pears and almost 27 carloads of apples, which figures are regarded as approximately correct.

SECOND CREAMERY AT KLAMATH FALLS

(Special Dispatch to The Journal.)

Klamath Falls, Or., Aug. 25.—E. Quitlitch will have his creamery ready for business next week. A new building has been erected on Oak street and the most modern butter making machinery is being installed. In connection with the creamery a milk route will be operated in this city, giving the public an opportunity to get pasteurized milk, guaranteed to be pure.

The dairying industry is rapidly developing in this section. But a few years have passed since it was believed that a creamery could not be operated at a profit in the Klamath country. The creamery at Bonanza soon demonstrated that this was a mistaken idea. Later the one established in this city again demonstrated that a creamery is a paying proposition.

PLAN SHORT LINE EXTENSION SOUTH

Engineers on Cut-off From Central Pacific Conclude Work in Idaho.

(Special Dispatch to The Journal.)

Burley, Idaho, Aug. 25.—Plans now are for the early construction of the Burley-Oakley branch by the Oregon Short Line. Chief Engineer Ashton states that the plans and specifications for the proposed road have been submitted to the board of directors for approval and that the contract will undoubtedly be let within a few days with instructions to push the work as rapidly as possible.

The large party of surveyors who have been in this section the past several weeks establishing the line for the proposed road between Burley and the Utah state line, have finished their work in Idaho and are now working toward Monument station on the Central Pacific. The line as established will extend from the Oregon Short Line station in Burley through the center of the south side irrigation project, connecting with the branch road from Albion at the foot of the canyon. The line will then extend through the Raft river country and Kelton pass into Utah. There is every assurance that work will be commenced on this line before the close of the present year.

SCHOOL FOR BLIND TO COST $25,000

Idaho Will Have New Institution Ready for Inmates January 1.

(Special Dispatch to The Journal.)

Gooding, Idaho, Aug. 25.—The plans for the state school building for the deaf, dumb and blind have been accepted by the state board of education.

The building will be two stories high, with a basement, will be equipped with dining room, laundry, kitchen, study room and sleeping apartments. The building will be of fireproof construction with fire escapes provided at convenient points about the building.

Two sets of plans of construction proposed for the state institution, which has been located at Gooding by the educational commission were carefully considered, special attention being given to the accommodations provided. The construction of the building as required by the advertisement for bids will call for the completion of the building for occupance January 1 at a cost not exceeding $25,000, the amount appropriated by the state legislature at the tenth session.

IMPROVEMENTS AT STATE FAIR GROUNDS

(Special Dispatch to The Journal.)

Salem, Or., Aug. 25.—An entirely new design of an entrance to the state fair grounds is being erected. The entrance consists of three large concrete archways under which will be placed the electric turnstiles. On either side of these will be located the administration buildings where all of the business of the fair board and its officers and assistants will be transacted.

The administration building and the entrance is 154½ feet long and 42 feet in width. Fully one fourth of this is occupied by the turnstiles, the floor of which will be concrete. It is surmounted by towers and the front will bear the words "Oregon State Fair Ground," and around this will be painted attractive ornamentations appropriate to the exposition. The offices will be conveniently arranged so that business can be transacted with the officials either from within or without the grounds, thus overcoming a great deal of confusion and trouble which existed at past fairs.

Machinery hall at the right of the present main entrance has been increased in size and design until it will have over 17,500 square feet of floor space on which to display the various farm implements, machinery, wagons, carriages, other vehicles and various specimens of manufacture.

AUTO STAGE SERVICE ON GRAYS HARBOR

(Special Dispatch to The Journal.)

Aberdeen, Wash., Aug. 25.—Fifteen minute automobile stage service between Aberdeen and Hoquiam; hourly service between this city and Montesano and perhaps regular service between here and Tacoma, are the plans of the Aberdeen & Hoquiam Transportation company, recently formed at Astoria, Or., with Attorney A. W. Norblad of that city, at the head, with $25,000 capital stock.

To comply with this schedule seven or eight modern automobile stages, capable of carrying at least 10 passengers each will be placed in operation and the service established just as soon as the machines arrive and final details can be arranged.

GRANITE DEPOSIT AT HAINES BEING WORKED

(Special Dispatch to The Journal.)

Haines, Or., Aug. 25.—An asset that Haines does not figure on very heavily now but which will in time make a big business, is the granite quarry that lies close by the city. Baker City people have formed what is known as the Northwestern Granite company and are working this quarry, enjoying an increasing business each year. It is claimed the stone obtained from this district has no equal in the northwest.

When You Think

Of the pain which many women experience with every month it makes the gentleness and kindness always associated with womanhood seem to be almost a miracle. While in general no woman rebels against what she regards as a natural necessity there is no woman who would not gladly be free from this recurring period of pain.

Dr. Pierce's Favorite Prescription makes weak women strong and sick women well, and gives them freedom from pain. It establishes regularity, subdues inflammation, heals ulceration and cures female weakness.

Sick women are invited to consult Dr. Pierce by letter, *free*. All correspondence strictly private and sacredly confidential. Write without fear and without fee to World's Dispensary Medical Association, R. V. Pierce, M. D., President, Buffalo, N. Y.

If you want a book that tells all about woman's diseases, and how to cure them at home, send 21 one-cent stamps to Dr. Pierce to pay cost of mailing *only*, and he will send you a *free* copy of his great thousand-page illustrated Common Sense Medical Adviser—revised, up-to-date edition, in paper covers. In handsome cloth-binding, 31 stamps.

There is no Other Vanilla

Extract made that can compare in any way with the rich, satisfying strength and the delicious delicate flavor of

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This is not merely an advertising boast. It is an absolutely true statement which just one trial of Burnett's Vanilla will prove.

Your grocer can supply you with the *best* vanilla made—insist on getting it.

Burnett's Vanilla

S.S.S. DRIVES OUT RHEUMATISM

Rheumatism is due to an excess of uric acid, an irritating, inflammatory accumulation, which gets into the circulation because of weak kidneys, constipation, indigestion, and other physical irregularities which are usually considered of no importance. Nothing applied externally can ever reach the seat of this trouble; the most such treatment can do is soothe the pains temporarily; while potash and other mineral medicines really add to the acidity of the blood, and this fluid therefore continually grows more acrid and vitiated. Then instead of nourishing the different muscles and joints, keeping them in a normally supple and elastic condition, it gradually hardens and stiffens them by drying up the natural oils and fluids. Rheumatism can never be cured until the blood is purified. S. S. S. thoroughly cleanses and renovates the circulation by neutralizing the acids and driving the cause from the system. It strengthens and invigorates the blood so that instead of a sour, weak stream, depositing acrid and painful corrosive matter in the muscles, joints and bones, it nourishes the entire body with pure, rich blood and permanently cures Rheumatism. S. S. S. contains no potash, alkali or other harmful mineral, but is made entirely of roots, herbs and barks of great purifying and tonic properties. Book on Rheumatism and any medical advice free to all who write.

THE SWIFT SPECIFIC CO., ATLANTA, GA.