

SEEK NEW ROUTE OVER MOUNTAINS

Northern Pacific Engineers Would Abandon Lolo Pass.

(Special Dispatch to The Journal.)
Lewiston, Idaho, Jan. 5.—With a view of determining if a feasible grade can be secured across the Bitter Roots into Montana through a different route than through Lolo pass and down the Middle Fork, the Northern Pacific has just fitted out a party of 12 men who have been directed to proceed up the Little North Fork to take elevations and make a reconnaissance through to the head waters of that stream.

The work of the party will be extremely difficult and hazardous. Experienced guides and packers have been engaged to transport the supplies and men across the wild country, a great portion of which is said to have never been explored. The Little North Fork empties into the main North Fork of the Clearwater, about 35 miles north of the mouth of Silver Creek and its headwaters are north and east of Pot mountain, the wildest region in Idaho. The information which is being gathered by the party is to the effect that the route has already begun the work and that several months' time will be consumed in investigating that country.

Milwaukee Also Busy.

It is also learned that, not to be outdone, the Milwaukee engineers are planning to follow up this and will also place a party in that territory with the same object in view. There has been no cessation of work in the Clearwater country where hundreds of surveyors are employed in running lines through every portion of the rich timber belt.

Stop Work on Lolo Trail.

The abandonment of the work on the Missoula cutoff some time ago, after the contractors had assembled men to work from the Missoula end, it is learned, was partly on account of the heavy snows in that section at this time of the year, and also to give an opportunity for its engineers to discover, if possible, a new pass across the Bitter Roots. This is not taken to indicate that the Kootenai line will not be eventually built, but that the new conditions arising in which the Milwaukee has become a factor, have made it imperative that if the Hill interests are to retain their hold on the Clearwater timber belt more extensive building than was at first planned will be necessary.

HURRY GRADE ON ROAD TO BROGAN

Ten Miles of Roadbed Ready and Contractors Move Down the Line.

(Special Dispatch to The Journal.)
Vale, Or., Jan. 5.—Ten miles of the grade for the railroad to Brogan is finished. Five camps are established along the line, with about 250 men and 400 horses on the works.

About 10 teams are running from Vale with supplies to feed the men and stock, and furnish materials needed. Hurley is the only contractor left on the Cole-Tague first seven mile contract, the rest having moved up to another division. The road is being built in first class shape, will be standard gauge, with standard rail, and built for the future traffic of this section of the country.

The effect of the railroad construction is the building of a town at Brogan. The town is changing from a sage brush ranch with unusual rapidity. The big company hotel and the bank foundation are completed and the contractors are waiting for a break in the weather to go on with the brick work. The Orchards, Mr. Addison's hotel, is already occupied, the new 50x100 store building is under way, and a number of other buildings are to be erected at once. The school house for which bonds have been voted will be one of the best in the county.

Only Gloved Hands Pick "Sunkist" Oranges

We use great care in picking the famous "SUNKIST" ORANGES. Each "SUNKIST" ORANGE is picked from the tree and packed in the box by a gloved hand. No orange that falls to the ground is packed under the "SUNKIST" label.

"Sunkist" Navel Oranges Are Seedless

We grow 80% of all the California oranges. Three-fourths of all the lemons. Most of them are sold in bulk, but the choicest selections of this great quantity are wrapped in the "SUNKIST" label, so that if you would be sure that you get the choicest pick, insist upon the "SUNKIST."

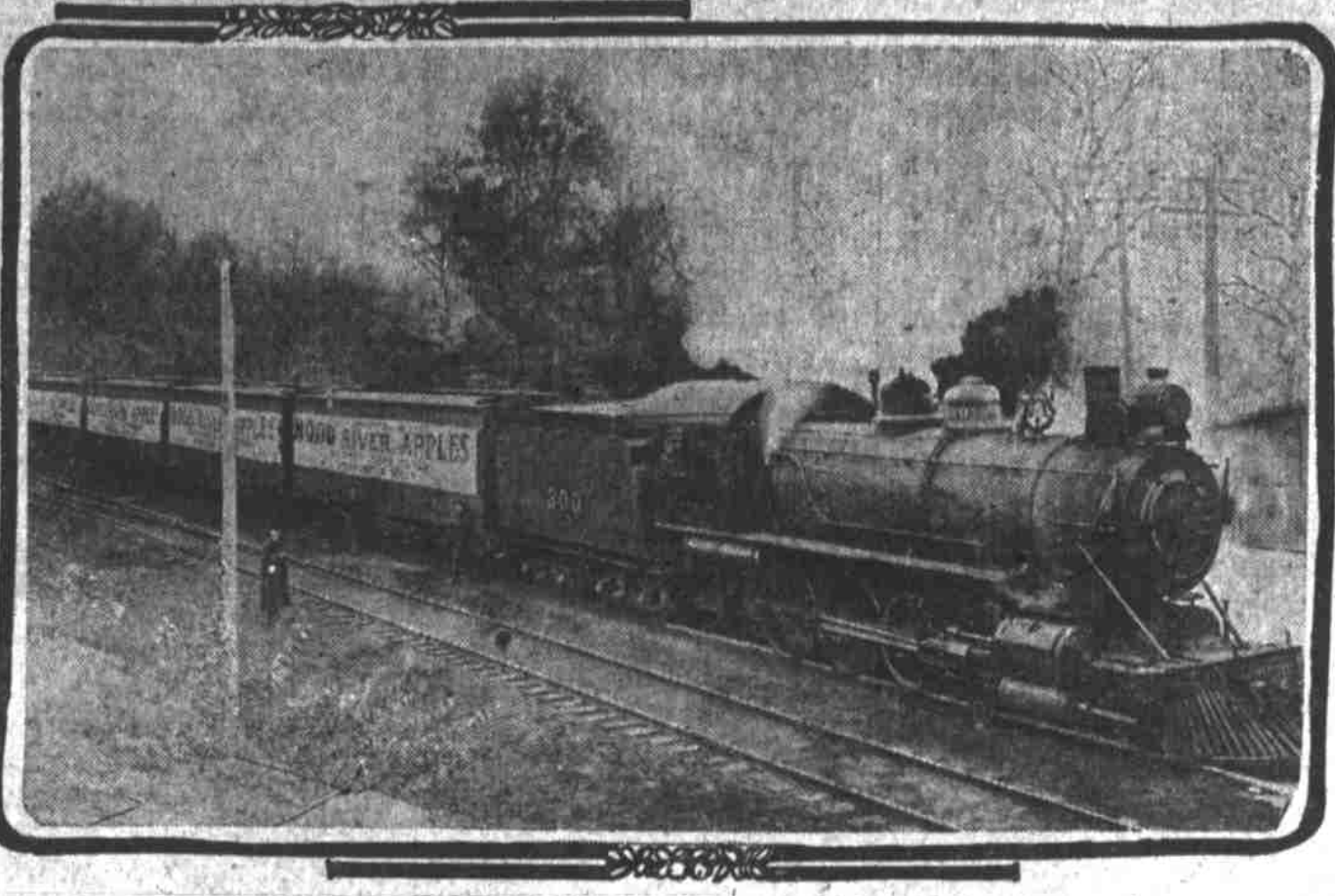
Beautiful Orange Spoon FREE

Some dealers may claim the oranges they sell are the famous "SUNKIST," but that they have removed the wrapper. Insist on your dealer giving you oranges and lemons in the "SUNKIST" wrapper. If you do this we will give you a beautiful orange spoon—one of Rogers' best standard AA quality. Just send us twelve "SUNKIST" orange or lemon wrappers, with six 2c stamps to pay postage, packing, etc., and receive one of these beautiful spoons by return mail.

The choicest quality of lemons also go under the "SUNKIST" label. You can easily secure a whole dozen of these beautiful orange spoons. Get a dozen "SUNKIST" oranges or lemons today.

Send to California Fruit Growers' Exchange
34 Clark Street, Chicago, Ill.

HURRYING OREGON APPLES TO NEW YORK



Solid Trainload of Hood River Apples Starting Across the Continent.

BUILDERS OF GREATER OREGON

Silas J. Day.
Active in the public life of Jackson county for half a century, prominent in the work of the Independent Order of Odd Fellows since 1862, and of recent years the most energetic member of the Jackson County Pioneers' association, Judge Silas J. Day became one of the best known and most highly respected men in the valley of the Rogue. For 57 years he was a resident of Oregon, being one of the really early pioneers who lived to see much of the development of which he had dreamed in the days of privation and isolation. His death occurred with the birth of the new year.



Silas J. Day.

(Special Dispatch to The Journal.)
Jacksonville, Or., Jan. 5.—Judge Silas J. Day, whose death occurred December 31, came to the Pacific coast from Maryland, in 1850, settling in Jackson county in 1852, where he lived continuously.

Judge Day became an Odd Fellow in 1862, was grand master of the state in 1868 and was later a grand representative of the sovereign grand lodge of the United States.

For many years he was secretary and manager of the Jackson County Pioneers' association. He was a member of the Methodist Episcopal church, south.

In 1871 Judge Day was married in Portland to Miss Mary McGhee, who survives him. He leaves a son, Edward Day of Jacksonville, and a daughter, Mrs. Mayme Dok, of North Dakota. Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

son and for the advancement of Oregon and of his own section of the state. For many years he was active and influential in politics. As county judge, he built the present Jackson county courthouse in 1863. Prior to that time he had been clerk of the county.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

Judge Day was 84 years of age. Funeral services were held by the Odd Fellows, Sunday afternoon.

able timber holdings. The road will be about five miles long and two miles of this have the rails laid.

A novel method has been employed in housing the men who have done the work on the road. Camp buildings have been built on cars, which have followed the progress of the road, keeping the workmen right on the ground without the necessity of long walks to and from work. It is stated that many of the larger logging camps in the vicinity are adopting the method, which has been found to work very satisfactorily in all cases.

Union Pacific at Aberdeen.

(Special Dispatch to The Journal.)
Aberdeen, Wash., Jan. 5.—Work has begun on the station ground of the Grays Harbor & Puget Sound (Union Pacific) railway at Aberdeen. The contract provides for the removal of the sawdust and other refuse which now fills the tract along its entire length, the building of a bulkhead and the filling of the street with solid earth.

Water Plant for Meridian.

(Special Dispatch to The Journal.)
Meridian, Idaho, Jan. 5.—An election has been called for February 12, at which the people will vote on the question of authorizing an issue of \$20,000 bonds for the construction of a water system. There is much question as to whether a radical change should occur in popular sentiment, which is not at all likely.

Health Cranks and Food Faddists

Have Evolved Some Strange and Wonderful Theories Concerning Stomach Treatment.

Within the last 20 years there has sprung into existence a question of the score relative to the kinds of food that human beings should eat, and should avoid. With the tremendous increase in nervous and stomach diseases which are caused by the strenuous life of this neurotic, neurathenic age, in which we live, we are constantly having our attention called to some food faddist's "new idea" on the subject of alimentation.

Most prominent among these theories is the vegetarian who insists that meat was never intended for the human stomach, despite the fact that his ancestors for 6000 years or more, used it as their principal article of diet; and the old patriarchs of Biblical history who lived to prodigious old ages, were meat eaters. All of the great nations of history have been users of meat, and all of the most powerful and advanced countries of today employ it extensively in their dietaries, and their superior development and high degree of civilization are in strong and striking contrast to the decadent and degenerate nations of Asia and the tropics, whose inhabitants are vegetarians.

Another fallacy which has lately become a fad, is the so-called "low-proteid" diet. Now the foods which are rich in proteids are the ones which build up nerve, brain, muscle and blood, so that any great reduction in the amount of proteid used simply means semi-starvation for the most important centers of the system—the ones on which we depend the most to enable us to successfully fight the battles of life. Those nations whose people use foods containing but little proteid are never of large frame or well-built. The Japanese, who have always been snags of stature, have, since adopting a more liberal proteid diet, shown a remarkable increase in size, vigor and general development; and it is only since Japan became a meat eating nation that it has developed into a world-power.

Still another theory lately advanced is that sugar, pepper and salt are gastric irritants and irritate the mucous membrane of the stomach, although it is known that sugar possesses a high caloric value, and that pepper and salt assist digestion rather than interfere with it, as is claimed.

The no-breakfast plan, the two-meal per day, and even the one meal daily has been advocated, while some advise a two or three weeks' fast, during which all food is withheld from the stomach "to give it a rest," completely ignoring the fact that the system's tissues are being constantly torn down and cast off, and new material to rebuild them must be supplied from the food.

It is utter nonsense to concern one's self about all these absurd and illogical theories, as life is entirely too short, and there are other things requiring our attention. Eat what you want when you want it, and as much as the system needs to replenish its waste, and then take one or two of Stuart's Dyspepsia Tablets, and forget about food facts and stomach troubles. They digest all kinds of food so thoroughly you won't know you have a stomach. They are powerful digestors of every kind of food though harmless to the system, and may be taken at any time and in any quantity. Get a box from your druggist, for 50c, and send us your name and address for free sample. Address F. A. Stuart Co., 120 Stuart Bldg., Marshall, Michigan.

RAILROAD AFTER TRADE OF MINES

Engineers of Pittsburg & Gilmore Work Near Buffalo Hump.

(Special Dispatch to The Journal.)
Grangeville, Idaho, Jan. 5.—A crew of Pittsburg & Gilmore engineers are camped at Mount Idaho, two miles from this place, the men having come from Whitebird within the past week.

A survey by the engineers was made up Whitebird creek for a distance of 12 miles when deep snow was encountered. The camp was then moved down to the Swartz ranch on the Whitebird-Grangeville wagon road and from there to Grangeville and then to Mount Idaho. The line has been surveyed from Grangeville to Mount Idaho and the supposition is that the survey will be continued on through the Big Cove to near the head of Mills or John's creek and tunnel through the divide on to Wind river and down that stream to a junction with the main line on Salmon river. This route would bring the railroad in close touch with the Buffalo Hump mines.

Another theory is that the line will be run through the Big Cove to a point on the south fork of the Clearwater river and along that stream to Elk City and thence to a junction with the main line at a point on Salmon river.

The route would bring the Hump, Four Mile, Orogrande and Elk City mines within a few miles of the railroad and would insure cheap transportation and a revival of the mining industry in those rich camps.

The Pittsburg & Gilmore began an investigation for a route through the mining districts and down the south fork of Grangeville several months ago and it is understood such a loop line can be constructed along the entire route. It is generally believed the renewed activity is the result of unsatisfactory grade between the mouth of Whitebird creek and Grangeville and the recent announcement of the Northern Pacific's intention to construct an extension of its Clearwater line from Sities to Harpster.

The second crew of Gilmore & Pittsburg surveyors working under Engineer Vance is now camped at Lyon's Ferry, four miles below Whitebird, and will extend the survey down the Salmon and Snake rivers to Lewiston.

BIG LOGGING CAMPS RESUME OPERATIONS

(Special Dispatch to The Journal.)
Aberdeen, Wash., Jan. 5.—The logging camps of the S. E. Slide Lumber company, which have been idle since November 1, have resumed operations with large crews at work. Most of the summer has been spent by the company in building a railroad into some of its val-

ORCHARDISTS WILL TRY SMUDGE POTS

Cooperative Plan of Protecting Fruit Under Way Along Columbia River.

(Special Dispatch to The Journal.)
Kennewick, Wash., Jan. 5.—Preliminary plans for fighting frost here next spring have been perfected. It is now evident that practically every orchard along the Columbia river from White Bluffs to Homer will be equipped with smudge pots before the early spring frosts. Men of every business and profession have united in the campaign to secure the necessary pots. Leaders of the movement who have made a thorough investigation of conditions in other localities where the heaters have been used with success, are confident that a bumper fruit crop will be harvested here next fall in spite of the weather.

Two committees are at work, one investigating the kind of heater to be used and the other providing means for financing the undertaking. It is probable that a corporation composed of 50 business men will buy the pots and enough oil to operate them and resell to the fruitgrowers.

Other localities are evincing a lively interest in the project. Prosser, Klona and other towns have asked that Manager E. M. Sly, of the Kennewick Fruit Growers' association, address their fruit growers on the result of his investigations in Grand Junction, Colo., where he went last fall to study the smudge pot question.

State Horticultural Commissioner F. A. Huntley, whose headquarters are here, is greatly interested in the movement and has begun a scientific study of the frost problem. He will watch the pots very closely next spring and expects to secure information that will be of great value to the fruit raising industry generally.

Railroad Needs Men at Medford.

(Special Dispatch to The Journal.)
Klamath Falls, Or., Jan. 5.—Advices from Medford state that there is work for 500 men on the extension of the Pacific & Eastern railroad. This is the line recently taken over by men supposed to represent the Hill interests. Work is being done on the road beyond Eagle Point through the timber in the direction of Crater Lake, and it is reported that this is to connect with the Hill road from the Deschutes, which is to open up Crater Lake and extend from Medford to the timber section in Curry county.

GILMORE ROAD TO WALLAWALLA

Extension of Salmon River Line Said to Be Headed for Wheat Belt.

(Special Dispatch to The Journal.)
Boise, Idaho, Jan. 5.—Plans of location have been filed by W. A. McCutcheon, president of the Pittsburg & Gilmore Railway company, at the Boise land office indicating the right of way for the proposed extension of the Timber creek and Salmon river branch of the road across central Idaho and to Walla Walla. The plan is designated as a "Map of location survey to mouth of North Little Salmon and thence to Walla Walla." This is the first plan to be filed in the Boise land office, due to the fact that the right of way as surveyed has just entered the district, with the sixth section.

In making filings for rights of way it is customary to make them in 20 mile sections. The plan filed comprises the sixth section and covers the proposed route from the Little Malld to the mouth of the South Fork, where the road will cross over to the south side of the river after traversing the north bank for the entire distance from Salmon City.

The crossing is to be made at the junction of the South Fork and the Salmon, and as indicated by the survey, the bridge will run diagonally, making the construction of one of the longest trestles in the state necessary.

CLACKAMAS HAS MANY RURAL TELEPHONES

Damascus, Or., Jan. 5.—The Damascus Telephone company, an independent concern less than a year old, has 118 shareholders and 115 telephones, with headquarters at Damascus. It has a trunk line to Oregon City where it connects with the Home company, also trunk line to Gresham, where it connects with the Multnomah and Clackamas County Mutual, including such points as Fairview, Corbett, Troutdale, Sandy and Boring. It also connects with other independent lines of Clackamas.

A few years ago there were no local telephones in this section. Now almost every farm home has its telephone. Farmers as well as merchants realize their importance as time and money savers and there is no surer indication of the development of the farming section.

ROAD GRANT LAND READY FOR WATER

Owyhee Ditch Company, Too, Will Join in Larger Plan of Reclamation.

(Special Dispatch to The Journal.)
Ontario, Or., Jan. 5.—A plan to include all acreage covered by its district in the new public irrigation district being formed near Ontario, to water lands below the Malheur river and along the Owyhee river in Malheur county through the extension of the Boise Owyhee project is being worked here. The acreage to be watered will reach 150,000 acres.

Not only do the directors of the Owyhee Ditch company propose to extend its canals to irrigate the arid lands, but it is now proposed to work into the general project a plan by which the so-called wet lands can be included, providing the owners consent to come into the project. Petitions for the creation of the proposed district were presented to the county court at Malheur county at Vale, December 5, but a postponement was asked for the purpose of allowing wet land owners to come into the Owyhee district and also give the Trowbridge-Niver company ample time in which to thoroughly inspect the big project, for this concern is entitled to the handling of the bonds. December 19 a meeting was held at which time it was decided to consult with the Owyhee Ditch company to include all of its lands. If an agreement can be reached practically every acre of land lying below the Malheur river will be included in the one irrigation project.

At the last meeting held at Vale a communication from the Cascade Mountain Road Land Grant company was read and this declared that all the road lands will be subscribed to the district except a few acres which already have good water rights, or for which contracts for sale have been made. The question of the road grant land being included in the project has been one that has caused considerable apprehension, but it can be announced now that it is settled and the road grant people will work in cooperation with other interests for the success of the new irrigation system.

Washington County for Good Roads.

(Special Dispatch to The Journal.)
Hillsboro, Or., Jan. 5.—Road districts of Washington county have voted over \$40,000 for road improvement this year. This is in addition to the usual county and state road tax.

BRAND-NEW TRAIN SERVICE

PORTLAND TACOMA SEATTLE

AND INTERMEDIATE POINTS

OREGON & WASHINGTON RAILROAD

SEATTLE PASSENGER	"SHASTA LIMITED"
Leave Portland 9:00 A. M.	Leave Portland 3:00 P. M.
Arrive Tacoma 2:30 P. M.	Arrive Tacoma 7:45 P. M.
Arrive Seattle 4:15 P. M.	Arrive Seattle 9:20 P. M.

EQUIPMENT—Pullman Standard Sleeper, Tourist Sleeping Car, Modern Passenger coaches, Elegant dining car service.

EQUIPMENT—Library observation car, Compartment double drawing-room sleeping car, Pullman Standard Sleeping Car, Through dining car service. (Passengers on this train are required to hold Pullman tickets in addition to regular first-class railroad tickets).

"OWL"

Leave Portland 11:45 P. M.
Arrive Tacoma 5:15 A. M.
Arrive Seattle 7:15 A. M.

EQUIPMENT—Pullman Drawing room sleepingcar, Smoking room, fourteen-section Pullman Tourist sleeping car, Modern coaches.

Tickets, Sleeping Car Reservations and Full Information at

City Ticket Office

THIRD AND WASHINGTON STREETS AND UNION DEPOT
W. D. SKINNER, General Passenger Agent, Seattle, Wash.