

MILWAUKEE TO REACH LEWISTON

To Tap Rich Pine Forests Branch Will Be Built Down Clearwater.

(Special Dispatch to The Journal.)
 Lewiston, Idaho, Jan. 18.—The Milwaukee line heading for Lewiston. The St. Maries branch will extend southward from the main line, reaching the Snake river at this point. It has been known for some time that the Earling line contemplated reaching Lewiston.

Following the announcement of construction to Lewiston comes the news that the engineering work will close down for a period, grades having been established for a line that can be put in shape for construction just as soon as it is possible to carry supplies to the construction camp.

While the Northern Pacific has maintained a large force of surveyors in this territory and has been making extensive surveys, the Milwaukee has been quietly carrying on its work in a systematic manner and has purchased the right of way for nearly the entire line from the Trumbull branch to the mouth of Elk creek and to Bruce's eddy on the North Fork.

Reaching Timber Belt.
 More than 100 employees of the engineering department of the Milwaukee line have been in the Clearwater, the North Fork and the Elk creek sections prosecuting surveys through the timber belt. It is learned that the North Fork-Lewiston branch of the road will lease the Trumbull extension about four miles northwest of Trumbull station and by easy grades via Three Bear, Long Meadow and Meadow creeks reach the Elk creek grade about 12 miles from its mouth. Following Elk creek to the North Fork of the Clearwater it is the purpose of the company to reach the main Clearwater river via Abashka or Orefino and from there extend its line to Lewiston. It is learned that the survey from Orefino to Lewiston has already been made, which indicates that the Milwaukee expects to reach Lewiston over the line surveyed by the Oregon Railroad & Navigation company.

SPAN COLUMBIA WITH BIG CABLE

Electrical System to Connect Towns and Projects at Mouth of Snake.

(Special Dispatch to The Journal.)
 Kennewick, Wash., Jan. 18.—Kennewick and Pasco are to be harnessed up in a great electrical system by means of a cable spanning the Columbia river. To accomplish this transmission feat, which is one of the most difficult ever undertaken in the west, the power company will soon begin the erection of three steel towers 150 feet in height.

One tower will be erected on the Kennewick side of the river, one on the island, and the third on the Pasco side. The towers will be 35 feet square at the base and will require a half acre of ground for the anchoring posts. The ground has been purchased and work on the towers will begin soon. From the towers will be suspended heavy copper cables, which will carry an electric current of 72,000 volts, 66,000 volts of which will be sent over the new line direct to the pumping plant on the Snake river, which is to furnish water for irrigating the lands around Pasco.

The other current of 6600 volts will be taken into Pasco for lighting and power purposes. The cable under the river, which is being used at the present time, will be left in place to be used in emergencies when it becomes necessary to supply Pasco with electricity from the turbine station here.

The stretching of the cable will require a tremendous amount of work. Each of the two spans will be about 1600 feet in length and the weight of the cable will cause a sag of 45 feet in the middle. The great height of the towers is rendered necessary by the regulations of the war department, which require that the cable must clear high water mark of the river by at least 75 feet. Engineers say that these will be the longest cable spans in the west and the towers the highest of their kind this side of the Mississippi river.

Organize to Promote Mohair Industry



G. M. McAbee, president, Dallas.

LOCATE ROAD TO TIMBER LANDS

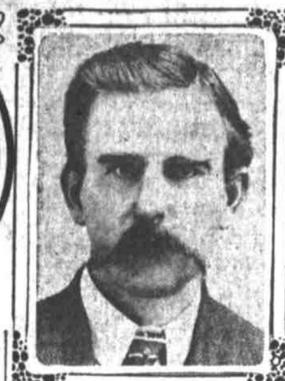
Northern Pacific Engineers Make Permanent Survey Along Clearwater.

(Special Dispatch to The Journal.)
 Lewiston, Idaho, Jan. 19.—There is no relaxation in the efforts of the Northern Pacific to secure the most favorable routes obtainable for tapping the timber belt of the Clearwater country and the force of engineers in the field is kept steadily at work making permanent surveys with a view of constructing new lines during the present year.

Another map of definite location of its lines on the North Fork has been filed in the local land office showing an addition of permanent location of 5.42 miles. The survey is along the north or west bank of the North Fork and shows the line permanently located for a distance of 34.12 miles from Abashka. This takes the line to practically the mouth of Silver creek and about 12 miles south of the mouth of the Little North Fork.

The filing of the map indicates that there will be no cessation of the work of the Northern Pacific in that country, the purpose being to rush the surveys as rapidly as possible in order to forestall the efforts of the Milwaukee line in securing all the favorable grades into the timber belt.

In view of the announcement that the Milwaukee line terminates at Lewiston the present year it is believed that the Northern Pacific will leave no stone unturned to complete its surveys in the timber belt in order to begin construction during the early spring.



E. L. Naylor, vice president, Forest Grove.

CONCRETE BLOCKS RISE AT STAYTON

Permanent Buildings and Road Improvement Planned for Year.

(Special Dispatch to The Journal.)
 Stayton, Or., Jan. 19.—Building operations in Stayton in 1910 will undoubtedly exceed by fivefold those of any year in the town's history. This is true alike of business structures and dwellings.

Stayton lodge of Odd Fellows will begin shortly the erection of a two story concrete block building on Third street, in the postoffice block. It will cost \$10,000. Jake Spaniol has plans drawn for a two story reinforced concrete building, 50x100, to ring this spring, the ground floor to be used by his plumbing shop, the upper portion fitted for apartments. W. L. Frazee, the local banker, is figuring on another concrete block to be built on Third street along side the Salem ditch. The Stayton Mall will use the main portion of this building as a printing office.

Road improvements are going forward in half the road districts of Marion county, and the city streets here will be macadamized this season. All downtown sidewalks and curbing are being made of concrete, about half the work being already finished. A city ordinance passed last year makes it compulsory that all old walks be relaid in cement, as well as all street crossings.

The town has won its long fight against divergent waters of the Santiam river, with the result that normal light and water conditions have been restored, with ample power for the woolen, excelsior and flouring mills, and water power for the chair factory and steam laundry. Stayton was never more prosperous than today, the outlook was never brighter.

GREAT NORTHERN BUILDS IN CANADA

Contract Is Let for Construction of Extension to Hope, Fifty Miles.

(Special Dispatch to The Journal.)
 Spokane, Wash., Jan. 19.—The contract for the construction of the 50 miles of the Victoria, Vancouver & Eastern railroad between Abbotsford and Hope has been awarded in St. Paul to P. Welch of Spokane. The Victoria, Vancouver & Eastern is a subsidiary company of the Great Northern. Mr. Welch is a member of the contracting firm of Foley, Welch & Stewart, which built the line of the Victoria, Vancouver & Eastern from Marcus, Wash., to Princeton, 200 miles.

The contract for the construction of 18 miles of railway from Princeton to Otter Flat, on the Coldwater river east of Hope Pass, was to have been awarded at the same time as the Abbotsford and Hope, but no word of this has been received from St. Paul. Nothing has yet been made public by the Great Northern as to when construction will be undertaken from Hope up the Coquihalla river and over the pass to Coldwater. This section of the road is the most difficult in the entire route and will be the most costly, owing to the rugged nature of the valleys leading to the pass and the heavy expenditure which will be involved in securing even a maximum grade of 2 1/2 per cent.

Heavy Cattle Shipments.
 (Special Dispatch to The Journal.)
 Klamath Falls, Or., Jan. 19.—A special train of 19 cars of cattle has been sent from here to San Francisco markets. This shipment was the first of the new year, but the prospects are bright for the future. The stock, 300 head, was sold by the Horton ranch and Louis Gerber.

Buys Klamath Land.
 (Special Dispatch to The Journal.)
 Klamath Falls, Or., Jan. 19.—J. A. McReynolds of Lyle, Wash., has bought the J. S. Stevenson ranch of 150 acres at \$60 per acre. The land is under ditch, but otherwise is not improved.

New York is experimenting with streetcars driven by electric motors which get their power from gas engines mounted below the floors of the cars.

COLVILLE RESERVATION MAY SOON BE OPENED

(Special Dispatch to The Journal.)
 Spokane, Wash., Jan. 19.—Indian Commissioner Valentine says in his annual report, just given out by the department, that the south half of the Colville reservation in eastern Washington, northwest of Spokane, may be opened to settlement the middle of 1912. There are more than 2500 Indians to be allotted, each receiving 80 acres of land. Clair Hunt, of Colville, Wash., had charge of the allotments to the red men on the Spokane reserve, is making progress with the appraisal of unallotted lands, but owing to the delays in procuring returns from the surveys in the Colville reservation, the actual work of making allotments in severity has not begun. Much of the lands, of which there are several hundred thousand acres, is timbered; others are adapted to farming and it is known that there are extensive deposits of minerals.

BONDS COVER COST OF HAYWOOD TRIAL

(Special Dispatch to The Journal.)
 Caldwell, Idaho, Jan. 18.—Bonds have been issued by Canyon county in the sum of \$100,000 to cover the expenses in prosecuting the cases following the murder of ex-Governor Frank Steunberger. Warrants were originally issued to the amount of \$100,000 as expenses were created. These warrants drew 7 per cent interest. Last summer it was deemed best to authorize the issuance of bonds bearing 5 per cent interest, thus saving the county 2 per cent annually upon this amount. The people, at an election, directed that the bonds be issued. The officers signing the bonds attached their signatures 2100 times.

WATER FOR PASCO PROJECT IN APRIL

(Special Dispatch to The Journal.)
 Pasco, Wash., Jan. 18.—Despite the cold weather, encouraging reports regarding progress of the Pasco Reclamation company are reported daily. Severe weather has hampered the work of the intake men, although 30 laborers are employed on the main ditch and work on the new power plant off Strawberry island will begin at once. Twelve thousand tons of wooden pipe will soon arrive. According to reports of chief engineers, water will be placed on Pasco lands by April 1, the time promised in the Strahorn contracts. The transmission poles have been placed.

KLAMATH FALLS GETS FIRE PROTECTION

(Special Dispatch to The Journal.)
 Klamath Falls, Or., Jan. 19.—The city council has ordered 60 new hydrants, which will make a total of 100 in the city. The mains on Klamath and Main streets will be connected with a six inch main down Second and Sixth streets, which will also extend down Sixth street to Oak. Fire hydrants will be established on every corner on Main street and Klamath avenue.

In addition to the system is to be installed and ready for service by July 1, 1910.

STAGE LINE TO NEW MINING CAMP

(Special Dispatch to The Journal.)
 Glenns Ferry, Idaho, Jan. 19.—W. F. Dillon, secretary of the Glenns Ferry Commercial club, announces that the arrangements are being perfected for the starting of a stage line from the ferry to the Jarbidge gold camp. It is assured beyond any reasonable doubt that this new stage line will be in regular operation in the very near future.

Until the new bridge across the Snake river at Glenns Ferry is completed the stage will probably cross on the Rose-year ferry, from which point there is an easy rise onto the bench of the Bruneau country.

The new bridge across the Snake river, the ferry is progressing rapidly and has been constructed today over 25 feet into the river. It will be finished ahead of contract time, which is stated as April 1.

WILL REFURNISH ONTARIO HOTEL

(Special Dispatch to The Journal.)
 Ontario, Or., Jan. 19.—W. E. Loes and J. R. Blackaby recently purchased the old Ontario hotel, and will repair and refurnish it throughout. Contracts have already been let for plastering for a new foundation and extensive carpenter work, and it is expected the work can be done in time to open the hotel by the first of March.

NEARLY 50 PER CENT FREIGHT INCREASE PLAN RAILROAD BOISE TO BUTTE

Tremendous Growth in Business Shown by Road at La Grande.

(Special Dispatch to The Journal.)
 La Grande, Or., Jan. 19.—During the year 1909 there were received in La Grande 4654 straight carloads of freight, including steel, iron, hardware, vehicles, agricultural implements, salt, cured meats, canned goods, boots and shoes, and merchandise, to say nothing of the hundreds of less than carloads of freight.

During the same year there were forwarded from La Grande, 2768 straight carloads of freight, including hay, grain, sugar, cattle, sheep and hogs, besides many carloads of miscellaneous freight; while during the year 1909 there were received at this station 7143 straight carloads of freight, almost 50 per cent increase over 1908, with a corresponding increase in less than carload freight received.

During the same year there were forwarded from here 3932 straight carloads of freight—almost as large an increase—and corresponding increase of miscellaneous freight was forwarded.

Proposed Route to Tap Rich Mining and Timber Districts.

(Special Dispatch to The Journal.)
 Boise, Idaho, Jan. 19.—Articles of incorporation of the Boise-Butte Railway company were filed with the secretary of state yesterday, and will have as its object the promotion of the road which is to tap Idaho's richest undeveloped mining regions and to afford a new market for southern Idaho agricultural products.

The proposed route penetrates the very heart of the Boise, Custer and Lemhi county districts, and will have as its northern terminus Butte, Montana's greatest commercial center and mining metropolis.

The company which proposes to build 418 miles of road is incorporated with a capital stock of \$24,000,000, 1500,000 being subscribed by local people, and Illinois, New York, Pennsylvania, Michigan and Massachusetts capitalists, said to be acting independently and having no connection with roads which have previously made surveys over parts of the same route.

The Boise-Butte Railway company plans to have its line leave the city along the Boise river, running eastward, or over practically the same route as has been proposed for entrance of the Pittsburg & Gilmore and the main line of the Oregon Short Line. The company will, it is understood, seek to enter into an agreement with the trustees of the citizens' right of way, under which the company will obtain title of the right to use this land after it has completed a certain amount of actual construction.

NORTH YAKIMA BLOCK TO COST \$165,000

(Special Dispatch to The Journal.)
 North Yakima, Wash., Jan. 19.—Alex Miller has had his tenants vacate the two story building adjoining the Miller building and will at once raze the old structure preparatory to erecting a duplicate of the five story Miller block. This will make by far the biggest building in North Yakima and will represent an investment of about \$165,000.

Preliminary Survey Finished.
 (Special Dispatch to The Journal.)
 Huxum, Wash., Jan. 19.—The high line preliminary survey of the big Klilkittat canal is finished as far as the Glade, and the crew of surveyors has been recalled from the field. From that point to the Horse Heaven country the elevation and route are already known. The final survey of the canal will be made in the spring. A reservoir site has been established at Bear Springs, in which vicinity several other sites have been laid out.

NEW YORK CANAL READY FOR WATER

Caldwell, Idaho, Jan. 19.—The people of this vicinity have been watching with a good deal of interest for the time when the New York canal will be ready to carry water to the Deer Flat reservoir. It had been understood here that the water would be turned in January 1. Word has been received here that the water will be turned in within a day or two. When the water is once started to the big reservoir it has been stated that it will continue until the reservoir is filled.

Brewers Meet in Rochester.

Rochester, N. Y., Jan. 19.—The progress of the prohibition movement in this and other sections of the country is among the matters to receive attention at the annual convention begun here today by the New York State Brewers' association. The convention is attended by prominent brewers from all the large cities of New York.

DON'T GET RUN DOWN

Weak and miserable. If you have kidney or bladder trouble, dull head, pain, dizziness, nervousness, backache, and feel tired all over, get a package of Mother Gray's Australian Leaf, the pleasant herb cure. It cures all. We have many testimonials from grateful people who have used this wonderful remedy. As a regulator it has no equal. Ask for Mother Gray's Australian Leaf at drug stores or sent by mail for 50 cents. Sample FREE. Address, The Mother Gray Co., Le Roy, N. Y.

The Best from a Million Bushels —Del Monte Tomatoes

A Tomato, you know, is nearly all water. If you take off the skin, there is not enough fibre left to hold it together, so that in stewing Tomatoes, you never add water—there is enough without it.

Some canned Tomatoes, most brands, in fact, are watery and mushy, so that when you buy a can you buy more water than real Tomato meat. Water, at the price of Tomatoes, is expensive. In the Del Monte brand we take out most of the water. We pack over a million bushels of Tomatoes a year, under 400 different labels. Some sell as low as four or five cents for 25c, but Del Monte retails at 12 1/2c per can. But if you will weigh the actual Tomato meat of the cheaper can, after draining off all the water or juice, and then do the same with Del Monte, you will find that Del Monte contains two or three times as much actual Tomato meat as other brands.

Del Monte is the choice pack of the world's largest canners. We pack all grades of Tomatoes. All are wholesome. All are packed under the most sanitary conditions.

But, they vary in the quantity of Tomato meat contained, as compared to the water or juice. A can of Del Monte brand is nearly all Tomato.

Del Monte Tomatoes are vine-ripened, carefully washed, peeled and cored. It is impossible to have all Tomatoes on even one vine alike. For the Del Monte brand we choose the best. Greater care is used in the handling. A large percentage of the water is taken out. You get the best we know how to make. You are always sure if you get Del Monte.

We pack other brands as good as Del Monte

But you have no way of knowing them. We put up over four hundred different brands of canned and dried fruits, vegetables, jams, jellies, preserves catsups, honey, and condiments. Most of the brands are for dealers who own their own labels.

Quality does not affect the wholesomeness of the goods. All packers, we believe, put up only wholesome goods. Quality refers to flavor and the quantity of solid vegetable or fruit meat as compared to the water or juice. If you were able to select all other good brands from those of cheaper quality, you would get exactly the same quality as you obtain in Del Monte, but there is no way in which you can tell which are safe, except by specifying Del Monte.

CALIFORNIA FRUIT CANNERS ASSOCIATION
 SAN FRANCISCO, CALIFORNIA
 The Largest Cannery of Fruits and Vegetables in the World

BUILDERS OF GREATER OREGON

S. G. Irvin.
 Among those who in an early day saw the advantages of the Oregon coast as a great summer resort and began to develop latent resources, S. G. Irvin, of Newport, is one of the most successful. Driven from his native land by ill health when his career in educational work seemed crowned with success, Mr. Irvin made the best of the situation and began the work of exploiting Oregon as a watering place. The story of his success is the history of a busy, well spent life.

(Journal Special Correspondence.)
 Newport, Or., Jan. 19.—A native son of Oregon, prominent in the affairs of Lincoln county, is progressing rapidly in Oregon's schools in the days when to conduct school meant hardship and privation, S. G. Irvin, of Newport, is one of the pioneer characters who has carved out his career while doing a service of great value to the commonwealth.

In 1872 Mr. Irvin graduated from Monmouth college, in Illinois. After spending several years teaching in that state he returned to Oregon and in 1880 was elected principal of the East Portland school. Many prominent Portland families were represented in his classes. For in those days the principal was expected to do at least three men's work.

On account of falling health he removed to Newport, where, after a few months' recuperation, he offered to teach a term of school for the children of Lincoln county. He had already been in the treasury, which was only \$5. During this term he was influential in reorganizing the district, and securing the issuance of bonds to build the old building of the present commodious high school.

Pioneer Presbyterian.
 With the assistance of the late Rev. J. A. Hannah and Rev. E. M. Condit, he organized the Presbyterian church of Newport and was the chief factor in the erection of the present beautiful building.

Mr. Irvin served many years as United States commissioner for Oregon; and one term as county superintendent of schools, during which term he organized the summer educational association of which he is still president. He was one of the principal movers in the creation of Lincoln county, and in the incorporation of the city of Newport, of which he has served as mayor many terms.

Mr. Irvin is a firm believer in the rapid development and great future of Newport and Lincoln county, and has spent more money and time to tell about it than any other person in the county. He is now serving his second term as president of the Newport and Lincoln Counties Commercial club, is county fruit inspector, and chairman of the board of education. His most active work is the promotion of Newport as the summer resort of the coast, having built scores of beautiful cottages for that purpose. He is the owner of the hotel the "Low House" and much other valuable property.

S. G. Irvin was born near the present site of Oakville, Linn county. When he was 12 years of age his parents removed to Corvallis. Here young Irvin received his education, being prominent in student activities in the early days of the Oregon Agricultural college. Mr. Irvin's domestic life is ideal, his wife and three daughters being deeply interested in his life work and in the development of Oregon.



S. G. Irvin.

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We pack 80 per cent of California's orange crop—three-fourths of its lemons. From this great quantity we choose the solid, tree-ripened, deliciously flavored fruit for our special brand, "SUNKIST."

"Sunkist" Navel Oranges Are Seedless

They are always packed in wrappers bearing the name "Sunkist." Be sure the oranges you get have these wrappers, for they not only insure you the finest oranges that can be grown, but for every twelve you send us we will give you a

Handsome Orange Spoon FREE

These spoons are Rogers' Best Quality Standard AA—a beautiful pattern designed especially for us. You couldn't buy anything more handsome, no matter what price you paid. Think how quickly you can get an entire set—a most attractive addition to your table service.

Buy a dozen "Sunkist" Oranges or Lemons today, and send us the wrappers, with six 2c stamps to pay for postage, packing, etc. You will get your first spoon by return mail.

Address California Fruit Growers' Exchange
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Buy "Sunkist" Lemons as well as "Sunkist" Oranges. The fruit is equally fine, and we accept lemon wrappers for spoons.

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Pains in the Back
 Alcock's Plasters have no equal. Strengthen Weak Backs as nothing else can.

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 Alcock's Plasters relieve promptly and at the same time strengthen side and restore energy.

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 For CONSTIPATION, BILIOUSNESS, HEADACHE, DIZZINESS, INDIGESTION, Etc. Purely Vegetable.

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