

ELKS LEAVE TO INVADE DETROIT

Seventy-five in Herd That Has Hopes of Bringing 1912 Convention Here.

If Portland does not win the national convention of the B. P. O. E. in 1912, it will not be the fault of 75 or more members of Portland lodge, No. 142, who left on a special train last night for Detroit, Mich., where the annual sessions of the order will be held next week. Making up the 150 who took passage on the special train were many from other Oregon lodges of the order.

"Portland in 1912" is the slogan of the Oregon delegation to the national convention of the Elks. And although the convention city for 1912 will not be voted upon until the national convention in 1911, which probably will be held in Boston, Mass., all the preliminary work and boistering will be done at the Detroit convention next week. Delegates from lodges over all the west go to the Detroit convention instructed to boost for Portland as the convention city in 1912.

Yesterday was a big day in Portland Elksdom. During the evening open house was held at the B. P. O. E. lodge rooms at Seventh and Stark streets, friends of lodge members being invited to bid goodbye to the departing delegates and visitors. From 9 o'clock until nearly 11 o'clock the lodge rooms were jammed with members and their guests. Lunch was served and an orchestra of 30 pieces furnished music. Some time before 11 o'clock came the grand march from the lodge rooms to the union passenger station, where the special train for Detroit was made up. Hundreds of members of the local lodge and their guests marched to the station with the travelers. Then, on the station platform, were held many "jollification" stunts similar to a degree to those held when the Elks left for the Los Angeles convention a year ago. The special train, with streamers suggesting "Portland in 1912," left the passenger station at about 11:30 o'clock.

Preparations have been made by Portland and Oregon Elks to make Portland the most talked of city in the world at the Detroit convention of the Elks, and to pave the way for its selection as the convention city in 1912. Every form and feature of dignified advertisement will be tried. Thousands of pieces of literature advertising Portland will be distributed, and badges and watch fobs, emblazoned with the words, "Portland in 1912" will be distributed. All of the lodges of the northwest and of the Pacific coast have volunteered to join with the Oregon lodges in boosting for Portland in 1912.

Special arrangement has been made by The Journal whereby Monroe Goldstein, chairman of the excursion committee, will furnish this paper with exclusive accounts of the big convention at Detroit.

HARRIMAN'S MEN AND ASSEMBLY IN DEAL SAYS REPORT

(Continued from Page One.)

by the expiration of the term of office of Oswald West.

Harriman officials in Oregon do not like the railroad commission as it is now constituted, or its work. The big company chafes continually at even the little things done by the commission to secure improvements in the service and equipment of the Harriman lines in the state. They rebel at the idea of any outside regulation or control, and they look with unfriendly eyes upon the slightest things that the commission has brought about during its short existence. In fact they objected strenuously when the legislature of 1907 created the commission and at that time one of the high officials of the company said: "Salem that it would be but a short time until the company owned the commission."

Does Not Like Commission.

The Harriman interests do not like the commission because of the freight rate case, prosecuted for two years and just decided against the company. They made strenuous objection when ordered to extend the local train service over the O. R. & N. line from Blaine to Pendleton.

Then the commission took the wool rates charged against Oregon wool-growers up to the interstate commerce commission and it now seems very probable that the higher commission will order lower rates just as it did on class goods in the Portland rate case.

The grain rate case is another thorn in the side of the railroad. This cut the rate charges on eastern Oregon grain to Portland and some hundred pounds. Besides these bigger things there are many little grievances such as orders to build or repair depots, orders to repair track, to increase train service, to provide added accommodations.

MAC'S LUCK

The Young Woman Reporter's Story.

The following food tale written by a clever young newspaper woman is a true story that came under her personal observation:

"I have been with the (a paper in a California town) for nine years, and Mac has been with us all that time, and I do not know how much longer. "Last winter and the winter before Mac, probably from constant night work and improper food, got badly run down, could not eat much, what little he did eat did not do him much good and he always complained he could not keep warm."

"I missed him for awhile until yesterday I overtook him on the street going toward the office, and hardly knew the man; he did not seem for the familiar walk I should surely have passed without recognizing him. He was stout, his face was round and ruddy and his eyes bright as I had never seen them before."

"I said, 'Mac, I hardly knew you; get so fat?' He replied, 'Grape-Nuts, nothing else.' I started in on Grape-Nuts food three months ago, when I weighed 135 and was feeling miserable, but now I weigh 160 and feel better than I ever felt in my life. I quit my old diet and went on Grape-Nuts, and that's the whole story."

Exercise is necessary, but there's no nourishment in it and proper food alone can supply that. Grape-Nuts for a few days is a pleasant trial and proves big things.

"There's a Reason."

Look in pkgs. for the famous little book, "The Road to Wellville."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

tions, to safeguard cattle shipments and many other similar things.

Supported by Railroad.

The commission is entirely too pettifogging according to the belief of Harriman officials. Because of this the railroad company has been trying to secure a friendly figure on the commission ever since its creation. Two years ago W. H. Hubbard became a candidate for commissioner against Clyde B. Atchison. He was beaten by Atchison in the primaries and "A. N. Hamilton entered the race as an independent candidate. He was supported by the railroad. At the same time Orkeley Young was a Democratic candidate for the position, and it is said that he was offered \$2500 to withdraw from the race. Young refused to do this. Atchison was re-elected.

About the same thing happened in the First district. Thomas K. Campbell was trying for reelection. He was opposed by R. Robertson, a railroad employee of Roseburg. Campbell was elected.

This year the effort is to be made to put a friend of the railroad in the place vacated by Oswald West.

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THE LAX FARMER'S LESSON. The lax farmer received an object lesson this season that he is not likely to forget, which is that to simply tickle Mother Earth by plowing the ground to a depth of four inches will not produce a paying crop in Gilliam county unless there is an overabundance of moisture—something that this section of the state seldom enjoys. Those who farmed well this season will have a crop of wheat that will fully justify the extra labor involved. Moisture conservation is one of Gilliam's vital needs, and the sooner the method is adopted the sooner will grain growing here take its rightful place.

Might Have Been Better. But for unfavorable weather conditions at the outset crop prospects would now show material increase. A very dry fall delayed sowing at the proper time, and heavy downpours of rain made seeding impossible on all but about 25 per cent of the county's acreage.

Fall sown wheat yields heavier crops throughout the Pacific northwest, especially on the lighter land, such as most of Gilliam county affords. Predominance of spring sown wheat, therefore, accounts for the lack of heavier yields in some of the best sections.

More than 20 bushels an acre will be the average for the fall sown wheat in the Condon country, while spring wheat is estimated at from 10 to 15 bushels in all except the very poorest fields. With a continuation of present conditions all portions of Gilliam county will harvest a greater yield than during 1909, and the area totally abandoned because of the poor showing will be nominal. A year ago a large portion of the fields between this city and Arlington was never harvested because it did not pay for the work. Some—in fact many of the fields that were cut last year produced such a small crop that the harvesters were very glad to take therefrom as much wheat as they had sown.

Two weeks ago it looked as if that territory lying along the Condon branch of the O. R. & N. between this city and Mikkaloo would scarcely be worth cutting, but a timely rainfall saved the day and the promise is of yields that will range above 20 bushels to the acre. The change in the condition of this wheat has been startling during that period.

Some Individual Yields. Parmen Bros., who have 1200 acres of fall sown wheat one and a half miles from Condon, have prospects of 20 to 25 bushels.

J. C. Smith, 600 acres fall wheat at Mikkaloo, will likely set 20 bushels and on 400 acres of spring sown a crop of 15 bushels is expected.

Frank Lewis has 800 acres that will average close to 20 bushels.

Lloyd Gibson, who has 200 acres of Red Cross, a new wheat that he secured from the Minnesota experimental station, has prospects among the best in the county. The new wheat resembles bluestem when growing, but is of the red variety when cut. Mr. Gibson has planted it for three years, but this is the first season when a sufficient amount will be produced to give it fair test for milling purposes.

Jake Ashenfelter, between Clem and Mikkaloo, has 200 acres of wheat that will turn out about 18 bushels.

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Ed Huber, 1000 acres, mostly spring sowing, will average around 15 bushels.

Jim Larch, west of Clem, has several hundred acres that will range from 16 to 20 bushels.

Fred Douglas has about 2000 acres of 15 bushel prospects.

Ned Holland, north of Gwendolen, 1000 acres of fall, is not so good from present prospects and 10 bushels average is likely.

Over at Mayville, Ed Morgan has most excellent prospects on his 600 acres that will average between 22 and 23 bushels. Some of his land is expected to turn out 25 bushels of wheat.

W. J. Elbert, 300 acres, who had only a poor showing last year, will get close to a 25 bushel average.

Will M. Worley, 700 acres, expects 25 bushels.

A. Grishier, L. Carter and Mc. Duke, three extensive growers of the Mayville country, will have crops exceptionally good.

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In the Blalock country Bunch & Sons,

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Cook Bros., 900 acres, will probably secure a 25 bushel average.

Over in the Gooseberry district C. A. Lovgreen has 400 acres that he believes will turn out 20 to 25 bushels, while a year ago he secured nothing but seed.

J. J. Feherbacher has 950 acres six miles north of Condon, and expects better than 20 bushels.

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