

THE LIFE OF THE NATION

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A monthly magazine of interest to the school and home of the Northwest, edited under the auspices of the Teachers Progress Club of Multnomah County, Oregon, was established to fill this long felt want, and is the only magazine of its kind published west of the Rocky Mountains.

The School and Home is a 32-page magazine, handsomely illustrated, printed on the finest stock paper, and filled to the brim with snappy, forcible, up-to-date articles of interest to every member of the family.

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A monthly publication devoted to the farming interests of the West. \$0.50 a year

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H. W. SNASHALL, Pres., Gresham.

PAPERS BY THE PEOPLE

ELECTRIFICATION OF STEAM RAILWAYS.

By *Bion F. Arnold.*
Previous to 1904 the officials of the steam railways of the country had paid little attention to the subject of electricity, but were beginning to realize the trends that were being made upon their local traffic by the interurban roads. This caused the more progressive ones among them to begin carefully to investigate the claims of the advantages of electric traction, with the result that at that time there either were contemplated, or well under way, a number of important electric installations, which could be credited to the favorable decisions of steam railway officials.

The Pennsylvania railroad system, in addition to the electrification of its great terminal system in the vicinity of New York, gradually is electrifying the Long Island railway system, which so effectively girds the island lying east of Manhattan island, and known as Long Island.

The New York, New Haven and Hartford railroad company also is going to great expense in the electrification of its line from New York City to Stamford, Conn., a distance of thirty-one miles, with probability of gradual extension of electric traction over its system.

These few examples, together with the electric operation of the great Simplon tunnel, by means of which the traveler will be carried from Switzerland into Italy without the annoyance due to the obnoxious gases emitted from the steam locomotive, I believe are sufficiently impressive to emphasize the correctness of the lines of development outlined by me in 1904, involving, as they do, an expenditure of approximately \$100,000,000 for electrical equipment, and a collateral investment of some \$200,000,000 more.

MEDICINE HAS MADE GREAT STRIDES.

By *Dr. W. H. Welch.*
I wish to emphasize the mutual helpfulness of the various medical sciences in the development of medical knowledge and practice. Consider, for example, the indispensable share of embryology, of anatomy, gross and microscopic, of physiology, of pathological anatomy, of clinical study, in the evolution of our knowledge of the latest contribution to diseases of the circulatory system—that disturbance of the cardiac rhythm called "heart block." Similar illustrations of the unity of the medical sciences and of the co-operation of the laboratory and the clinic might be multiplied indefinitely from all classes of disease.

Great as has been the advance of medicine in the last half century, it is small, indeed, in comparison with what remains to be accomplished. On every hand there are still unsolved problems of disease overshadowing importance. The ultimate problems relate to the nature and fundamental properties of living matter, and the power to modify these properties in desired directions. Knowledge breeds new knowledge, and we cannot doubt that research will be even more productive in the future than it has been in the past. It would be hazardous in

RECLAIM LAND WORN OUT.

Portuguese Hope to Restore to Cultivation 10,000,000 Acres.

Portugal, according to Vice and Deputy Consul R. H. Kinchant of Lisbon, has started in on a system of land reclamation which, if as successful as it promises to be, must result in similar movements in various parts of Europe.

"In the south of Portugal a serious attempt is being made, with some chance of success, to bring back into cultivation a large tract of land. This country being essentially agricultural, any steps to reclaim land that has gone out of cultivation, estimated at 4,314,000 hectares (about 10,000,000 acres), or 44 per cent of the total area of Portugal, are a move in the right direction.

"Some energetic members of society in the district of Serpa, in combination with the municipal authorities, have set to work upon 100,000 acres, dividing it up into allotments of fifteen acres each and letting it at a nominal rent, calculated according to the estimated value of the land, which has, as it were, four classifications, the highest quit rent being placed at \$3.20 and the lowest at 40 cents an allotment, free of total rates and taxes for ten years.

"Quite a heterogeneous mixture of settlers has already taken possession of their tenements. Carpenters, masons, doctors, chemists, barbers, seamstresses, tailors, and even beggars, figure in the list.

"One of the chief difficulties to be overcome before making the allotments was to deal with the proprietary right of beekeepers, who centuries ago had certain privileges conferred upon them whereby they did a thriving trade in honey and wax. This trade has in later times diminished, owing to the destruction of the floral produce of the land, chiefly by firing when portions thereof were cleared for wheat and other cereals. Matters have been amicably settled for the beekeepers and the embryo agriculturists. The success of the scheme as far as it has gone has stirred the ambition of the residents in a large part of the north of Portugal, where a project on similar lines is being set on foot to bring back into cultivation something like half a million acres."

The Childish Voice Too Much.
A good story is told of Signor Foli, the famous basso. Once upon a time he was singing "The Raft," when a childish voice from somewhere in the stalls suddenly piped in and attempted to organize an impromptu duet. Unfortunately the next line of the song was: "Hark! What sound is that which breaks upon mine ear?" This so tickled the fancy of the great vocalist that he burst into a hearty fit of laughter and left the platform, followed by the pianist. Twice they came back and attempted the song, and finally they had to give it up in despair, much to the amusement of the audience.

Collision—Not Collision.
The Judge—In this divorce suit there seems to be some collision between the man and his wife.
The Wife—Collision? No, it's been collision ever since the ceremony!—Pittsburg Gazette-Times.

Twilight.
In carmine cloak the gypsy day
Knocked at eve's monastic bars;
Now comes he, novice crowned in gray,
To light the candles of the stars.
—Suart Set.

the extreme to attempt to predict the particular direction of future discovery. How unpredictable, even to the most farsighted of a past generation, would have been such discoveries as the principles of antiseptic surgery, antitoxins, bacterial vaccines, opsonins, the extermination of yellow fever by destruction of a particular species of mosquito, and many other recent contributions to medical knowledge.

LIFE IS STILL ROMANTIC.

By *Helen Oldfield.*
This century claims to be, and is, intensely practical. The struggle for life is strenuous, and many are forced to "cut their hard paths straightly by Poor Richard's obliqueness." On the other hand, we are continually told that modern society has no earnestness, no depth, little or no sincerity, and, worst of all, no high moral standard. Fashion and pleasure and a sham love are the amusements of the hour. To outshout each other in dress, in engagements, in admirers is apparently the whole duty of young women in the "classes." There can be no love without romance. Take that away and poetry vanishes; even as war without romance is merely licensed slaughter, so love bereft of its sentiment, is but an affair of sale and barter. It is love, romantic love, which reveals to "cut their hard paths straightly by Poor Richard's obliqueness." On the South has called "the great instrument of nature, the bond and cement of society, the spirit and spring of the universe," which, wisely controlled and rightly bestowed, warms, elevates and brightens life. But it should not be lightly given nor heedlessly accepted. The heart should carefully discriminate between true love and its many spurious imitations; with its sacred aureole of glory no unworthy object should be crowned, neither should it be allowed to dominate reason and judgment. Romantic love is by no means one and the same with blind, unreasoning passion.

TRIAL MARRIAGES WOULD BE MONSTROUS.
By *Rev. Dr. Frank Crane.*
The modern novel attack upon the family is nothing but another form of the world old complaint against human destiny. Mrs. Parsons suggests trial marriages. The scheme of trial marriages is, of course, simply monstrous. To cure a slight evil it would open the door to a most certain and positive crime. It would put a premium upon the wicked propensities of men. When a man and woman marry it is right that it should be under the promise of "for better or for worse, in sickness and in health, for richer, for poorer, till death do us part." It is this feeling of finality in the act of marriage that brings out the good in both parties. For few marriages fail which would not have succeeded had there been unwavering loyalty to the spirit of the marriage vows. Men and women are so constituted that, other things being reasonably equal, and there being no intolerable and manifest incongruity, their living together in loyalty induces love more and more.

QUEER STORIES

New York has thirty-nine suburbs in New Jersey.

Hampburg is said to have a fire record larger than that of any other city in the world.

India's exports have increased 44½ per cent in ten years, and her imports 48½ per cent.

The ordinance survey department of Great Britain makes use of cameras carrying plates 45x30 inches.

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ARCHWAY TO THE EDDY HOUSE.



This photograph shows the main entrance to Pleasant View, the home near Concord of Mrs. Mary Baker Eddy, founder of Christian Science. The home of Mrs. Eddy, Pleasant View, occupies approximately fourteen acres, situated on Warren street, where that thoroughfare begins to assume the aspect of a beautiful country road, and about a mile from the business center of Concord. The "home place" has ten acres, to which has been added the Tuttle property of about four acres adjoining. The house is about forty feet back from the street, and to the rear of the buildings the ground slopes gradually down into a picturesque valley.

ODDEST TREE IN AUSTRALIA.

In Time of Drouth the Cattle Feed Upon the Wood.
The vegetation of Australia is different from that of any other country. The various species number about 10,000, which is a far greater number than is to be found in Europe. A peculiarity of the trees found growing near the coast is the vertical direction of the foliage, which allows the sunlight to pass easily through the leaves. Many curious trees are found, but none is more remarkable than the bottle tree, or baobab. The peculiarity of the tree is found in its abnormal trunk, which, as compared with other forest trees, is out of all proportion to its branches. Sometimes the trunk is nearly spherical, resembling a huge inverted turnip. The peculiar nature of its spongy soft wood is responsible for this rejuvenescence. The tissues contain large quantities of moisture in the form of mullage. Indeed, in time of drouth the trees are often felled and the wood broken up into small pieces. This the cattle devour with great relish. The fruit takes the form of a thin-shelled gourdlike capsule covered with a thin green velvety pile. In fine examples they are equal in size to small coconuts. When ripe they contain a flourlike powder having a peculiar acid flavor not unlike cream of tartar. The fruit remains attached to the branches for a considerable time after the leaves have fallen. The flower which precedes the fruit is white, somewhat like those of the eucalyptus, its center being filled with a sheaf of slender white stamens. The African baobab has the peculiarity of hanging its fruit from the branches by means of long cordlike stems sometimes from a foot and a half to two feet in length. In common with the dragon trees of Teneriffe, the baobabs are regarded as the slowest growing trees and the longest lived members of the vegetable world.

This dragon tree of Teneriffe was one of the wonders of the vegetable kingdom. It stood near the town of Orzava, on the island of Teneriffe, and many travelers examined and measured it. Meyer found it to be seventy-five feet high and forty-eight in girth. Just above the ground it was seventy-nine feet in circumference. Humboldt found it and when he measured it discovered that it had not changed in size since the days of the French adventurers, the Bethencourts, who seized the island in the fifteenth century, some four centuries before. The trunk was hollow and a staircase had been erected inside by which one could ascend to the height at which the branches began. This relic of ages was unfortunately destroyed by a hurricane in 1867.

Different Out There.
The owner of the ranch in one of the arid regions of the great West was entertaining an Eastern relative. He showed him over his broad acres, spoke of the difficulties that had been overcome in making the desert blossom as the rose, and outlined his plans for the future.

"But is it possible," asked the visitor, "to make more than a bare living on such land and in such a climate as this?"

"It is. I have made considerably more than a bare living on this land," "I am glad to hear it, Cyrus. Then you have something laid by for a rainy day, have you?"

"Not exactly," rejoined the host, with a laugh. "On the contrary, with the help of an occasional rainy day I have managed to lay something by for the dry days."

The Camel's Foot.
The camel's foot is a soft cushion peculiarly well adapted to the stones and gravel over which it is constantly walking. During a single journey through the Sahara horses have worn out three sets of shoes, while the camel's feet are not even sore.

There are so many useless things in the world that we sometimes think the Lord made some things just to be mischievous.

QUEEN ALEXANDRA'S FLOWERS

More than 20,000 Rose Trees in Gardens at Sandringham.

Queen Alexandra is clever in many ways. She has a degree from Oxford university as a doctor of music; she attends to most of her own correspondence, writing hundreds of letters herself, and she is an expert authority on all kinds of china and porcelain, says the New York Times. But it is as a floriculturist and horticulturist that she is at her best, and there are few flower shows in the United Kingdom where her majesty's exhibits from the Sandringham hothouses do not carry off some of the most important prizes. Queen Alexandra's love for flowers is no mere fad. It has been a life study to which she has devoted both heart and brain. She delights in old-fashioned flower gardens and when at her beloved Norfolk home she takes the greatest interest in any alterations made in her gardens. Her majesty's favorite flowers are violets and roses, and in order that she may always have an abundance of them over 2000 feet of glass houses at Sandringham are devoted to the cultivation of violets, while there are over 20,000 trees of one kind of rose alone.

It is, indeed, a cherished treat to be permitted to enter into the loveliness of these peaceful Sandringham gardens; to see the exquisite Italian garden, with its lake in a jeweled setting of flowers; to the Alpine garden, with its wealth of rare plants and its artificial rockery; to pass into the queen's own garden, with its ivy-clad, rose-clustered dairy, and to the wild garden, from which the gardeners are banished so that nature may have undisturbed sway, and where Queen Alexandra gathered every morning the primroses she used to send to Queen Victoria, who declared that no primroses were so sweet as those grown at Sandringham.

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It is estimated by the Department of Agriculture that last year's crop was produced and gathered at a saving of \$95,000,000 over what would have been the cost of raising an equal crop fifty years ago. This saving was accomplished by the use of modern agricultural implements—Farm Machinery.

Until he had become a very old man, Sir John Herschel retained the strength of intellect and freshness of memory which enabled him to accomplish his great scientific work. Sir Henry E. Roscoe, in his autobiography, records an instance when Herschel was 74 years old.

One evening in 1866 I happened to meet him. He mentioned as an interesting piece of news that a star recently discovered had suddenly burst out into first or second magnitude.

"Do you know," said Herschel, "that when I was at the Cape I observed a precisely similar phenomenon?"

He considered a moment and added, "Yes, it was in the year 1835." Again he paused but a moment, and concluded, "On August, the 10th, at 1 o'clock in the morning."

Considerable Difference.
"I remember he was a very methodical workman; he used to go out to dinner promptly at 12 o'clock. I suppose he still does it?"

"Oh, no, he's a member of the firm now?"

"I didn't suppose that would make any difference."

"Oh, yes, he goes out to luncheon promptly at 12."—Philadelphia Press.

Most people think they would like to travel. This is a girl's reason for thinking so: that she might send a large variety of post cards to her friends.

O, for the enthusiasm of a girl! A girl who sings in a choir calls three dollars a month a salary.

Portland Railway Light & Power Company

FREQUENT RAPID COMFORTABLE

O. W. P. Division

TIME TABLE

STATIONS	WEST BOUND	
	Arrive	Depart
Canandaigua	7:00	7:15
Eatonsville	7:15	7:30
Curranville	7:30	7:45
Albany	7:45	8:00
Eagle Creek	8:00	8:15
Barton	8:15	8:30
Stiefer	8:30	8:45
Boring	8:45	9:00
Anderson	9:00	9:15
Gresham	9:15	9:30
Cedarville	9:30	9:45
Sycamore	9:45	10:00
Lents Junction	10:00	10:15
Portland	10:15	10:30

STATIONS	EAST BOUND	
	Arrive	Depart
Portland	6:00	6:15
Lents Junction	6:15	6:30
Sycamore	6:30	6:45
Cedarville	6:45	7:00
Gresham	7:00	7:15
Boring	7:15	7:30
Stiefer	7:30	7:45
Barton	7:45	8:00
Eagle Creek	8:00	8:15
Albany	8:15	8:30
Curranville	8:30	8:45
Eatonsville	8:45	9:00
Canandaigua	9:00	9:15



O. R. & N.
OREGON SHORT LINE

AND UNION PACIFIC
3 TRAINS TO THE EAST DAILY

Through Pullman standards and tourist sleeping cars daily to Omaha, Chicago, St. Louis, Kansas City, St. Paul, Minneapolis, St. Cloud, Duluth, Sault Ste. Marie, and other points on the East daily.

UNION DEPOT Leave Arrive
CHICAGO-PORTLAND SPECIAL for the East via Huntington. 9:30 A.M. Daily. 7:30 P.M. Daily.
SPOKANE FLYER 7:00 P.M. Daily. 8:00 A.M. Daily.

For Eastern Washington, Walla, Walla, Lewiston, Couer d'Alene and Great Northern points.

ATLANTIC EXPRESS for the East via Huntington. 9:30 A.M. Daily. 7:30 P.M. Daily.

PORTLAND-BIGGS LOCAL for all local points between Biggs and Portland. 8:15 A.M. Daily. 5:45 P.M. Daily.

RIVER SCHEDULE.

FOR ASTORIA AND way points, connecting with steamer for Lewis and Clark, Astoria, Seaside, Cannon Beach, Steamer Hasko, Ash at dock (water per).

8:00 P.M. Daily
8:00 P.M. Daily
except Saturday

FOR DAYTON, Oregon City and Yamhill, River points, Ash at dock (water per).

7:00 A.M. Daily
except Saturday

For Lewiston, Idaho, and way points from Riparian, Wash.

Leave Riparian 8:40 A.M. or upon arrival train No. 4, daily except Saturday.
Arrive Riparian 4 P.M., daily except Friday.

Ticket Office, Third and Washington. Telephone Main 712. C. W. Stringer, City Ticket Agent. Wm. McMurray, Gen'l Passenger Agt.

O. R. & N. Local Schedule of Trains

Eastward	Westward
A.M. P.M.	A.M. P.M.
Biggs Mail 8:15 Local & Ex Flyer 8:20 No. 8 No. 4 8:25	Mail Port 9:30 A. S. Flyer Local 9:35 No. 8 No. 4 9:40
8:15 8:20 7:00 8:20 8:25 7:05	PORTLAND 9:30 9:00 8:45 EAST PORT 9:35 9:05 8:50
8:45 9:00 7:30 9:05 9:10 7:35	CLATSOP 9:35 9:25 9:15 FRUITALE 9:40 9:30 9:20 RODSTER 9:45 9:35 9:25 9:14 9:07 BRIDAL VEIL 9:55 9:40

For Oregon City, Canemah Park and way points, change cars at Golf Junction.
For Lents, Mount Scott and east side points, change cars at Lents Junction.

W. P. MULCHAY, Traffic Agent.
General Offices, First and Alder Streets, PORTLAND, OREGON.

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