

"OREGON BUILDERS"

ARE YOU DOING WHAT YOU CAN TO POPULATE YOUR STATE?
 OREGON NEEDS PEOPLE—Settlers, honest farmers, mechanics, merchants, clerks, people with brains, strong hands and a willing heart—capital or no capital.

Southern Pacific Co. Lines in Oregon

In sending tons of Oregon literature to the East for distribution through every available agency. Will you not help the good work of building Oregon by sending us the names and addresses of your friends who are likely to be interested in this state? We will be glad to bear the expense of sending them complete information about OREGON and its opportunities.

COLONISTS TICKETS will be on sale during SEPTEMBER AND OCTOBER from the East to all points in Oregon. The fares from a few principal cities are:

From Denver	.....\$30.00	From Louisville	.....\$41.75
" Omaha	..... 30.00	" Cincinnati	..... 41.25
" Kansas City	..... 30.00	" Cleveland	..... 41.75
" St. Louis	..... 35.50	" New York	..... 55.00
" Chicago	..... 38.00		

TICKETS CAN BE PREPAID.

If you want to bring a friend or relative to Oregon deposit the proper amount with any of our agents. The ticket will then be furnished by telegraph.

Local agent, Salem.

WM. McMURRAY, General Passenger Agent, Portland, Oregon.

GOT IN ALL THE NEWS.

Cummings Killed a Lot of Ads. and Raised a Row.

When Amos Cummings was managing editor of the New York Sun, many years ago an important news story came in late one night and was sent to the composing room with "must" written above it, which meant that on no account must the news be left out of the paper. A few minutes after the copy boy returned to the editorial rooms and reported that the foreman had said the paper was already over set and that two columns of other news would have to be killed if the "must" story was to get in. Cummings took the copy from the boy and went himself to the composing room. He demanded an explanation. The foreman told him that there was a pressure of advertisements that night and that they had usurped some of the space usually given to news.

"What shall I kill?" asked the foreman.

"Kill two columns of advertisements and print all the news," ordered Cummings, and it was done.

The next day there was trouble around the Sun office. A hurried meeting of the stockholders was called, and it was a stormy one. Some of the stockholders wanted to have Cummings discharged, but Charles A. Dana stood up for him, and as Dana owned the greater part of the stock his voice was all powerful. After the meeting Mr. Dana walked out of his office and straight to Cummings' desk. He put his hand affectionately on the managing editor's shoulder and said:

"Amos, you have my permission to throw out advertisements to make room for the news whenever in your opinion it is necessary. We are publishing a newspaper, not an advertising poster."

Shortly afterward an improvement was made in the presses so that two or more pages could be added to the paper at the last moment if necessary.

GROSS EARNINGS AND RAILROAD BETTERMENTS

But now, half way on in the latter six months of 1908, things are looking better. Several months ago, in May and June, the railroads showed some indications of success in handling the problem of reducing expenses to correspond with the smaller volume of traffic.

In the face of continuing high prices for steel and other material and of the impossibility of reducing wages, this was no easy task. But at the height of the falling off in traffic, which came in May, net earnings began to look in a little better proportionally, and this work of decreasing expenses has gone on progressively until we find the Union Pacific in July reporting an actual increase in net in the face of the falling off of nearly \$500,000 in

gross, and the Southern Pacific reporting practically the same net earnings as in the corresponding month of last year. Of course, such results can only be obtained on roads that have been kept in the best physical condition, and not on all of these.

Mr. Harriman said, on his return to the east in mid-September, that he had spent \$180,000,000 in improving the Southern Union Pacific between 1900 and 1905, and it is well known that correspondingly large sums have gone into these properties since 1905. But in spite of the fine showing relatively in net earnings of the most fortunate roads and the better showing of others, it is evidently true that the drastic economies now in force must be at some expense to the physical condition of our great transportation lines, and a scrutiny of the sums currently expended on maintenance of way and equipment, as re-

ported to the Interstate Commerce commission, shows specifically that the properties are not being "kept up" as they were before gross earnings fell off. So that it is a more substantial cause of concern that gross earnings themselves are now slowly rising. The decrease for July on the large body of roads reporting was 16.57 per cent, against an average of nearly 20 per cent for the first six months of the year; for August the decrease was only 13.57 per cent, and for the week of September 25 roads, which should come near showing the average of the whole, made a falling off of only 10.42 per cent.—Review of Reviews.

H. Linquist, an Astoria painter who disappeared about a week ago, is said to have met with foul play.

siderable experience on the state college campus in hauling water; and have concluded, first that it is impracticable to place water around the tree without a heavy mulch of straw; second, that nothing much less than a barrel of water for each tree at each watering, should be given. This will soak the ground up fairly well, and in our case, I did not need to water the trees on the campus more than twice during the summer. I do not know that it will be possible for you to make use of a heavy mulch, but in order to hold the water, it is necessary to do so. You can use rotted straw for this, or forest leaves."—From the Washington State college, Pullman.

THE MALIGNED BARBER.

A Defense of the Meek and Lowly Tonsorial Artist.

The professional humorist has a few jokes which have survived the fall of dynasties and the crash of worlds and which will pursue their triumphant career until Gabriel appears with his official announcement. "Time is, time was, but time shall be no more!"

One of these jokes relates to the loquacity of barbers. Because of the industrious professional humorist the tonsorial artist has to live down a worldwide reputation for idle, superfluous and unprofitable conversation.

Have you ever seen a barber who talked too much? The Gazette never has.

When you go into the temple of the barber to have an operation performed upon your aching whiskers you will find him and his associates attending to their work quietly and industriously. If they are not busy they will all go quietly to their chairs, treating you with pleasant courtesy, but not volunteering any conversation. If you insist upon discussing the living issues of the day while your alfalfa is being mowed you will probably have an attentive listener, but there will be no debate. The barber who is making your face look human will let you do the talking.

Many worthy old men and women who shave themselves or don't shave at all have a deep seated idea that a barber shop is a wicked sort of place, where people read sporting papers and tell yellow stories and exchange spavined jokes. This is also entirely erroneous. Pink papers are no longer seen in first rate barber shops, and the customer given to vulgar language would soon be made to understand that his patronage was not wanted at such a place.

There are low down barber shops, just as there are low down drug stores, hotels and grocery stores. But in the places of the better class the atmosphere is always good and clean, and the proprietors, being decent and respectable themselves, do not want the money—or the conversation—of those who are not decent and respectable.

So much for men who have been misrepresented and maligned by jay humorists.—Emporia Gazette.

Protect American Hops.

The United States department of agriculture is trying to find a hop plant that will resist the ravages of the hop louse and red spider. Dr. W. W. Stockberger, an expert of the hop department, who has charge of this branch of the work, was in Portland recently. He has opened a laboratory at Tacoma and is collecting the hop roots from various parts of the coast for experiment purposes. Insect pests have caused a loss of hundreds of thousands of dollars to the hop-growers of Oregon and Washington, and Dr. Stockberger believes a root can be found or grown that will successfully resist any attack.

Department chemists are also making analysis of the Pacific coast hops for the purpose of discovering whether or not they possess as much intrinsic value as German hops. It is the contention of hop growers here that the Pacific coast hops are equal if not superior to German hops in all the properties required by the brewers, a point, however, that brewmasters will not yet concede.

When the doctor is called he asks "How are the bowels?" They are generally wrong. His visit might have been saved by a timely dose of Lane's Family Medicine.

ROYAL Baking Powder



Absolutely PURE

Insures delicious, healthful food for every home, every day. The only baking powder made from Royal Grape Cream of Tartar—made from grapes.

Safeguards your food against alum and phosphate of lime—harsh mineral acids which are used in cheaply made powders.

ARE LEARNING KALE.

Oregon Farmers Overcome Prejudice of Long Standing.

(From the Oregon Agricultural College, Corvallis.)

Kale is one of the best talking crops in Oregon. When the Oregon booster wants to prove that Oregon is the best dairy state in the union he has to talk kale. Unless he knows what kale will do to the milk bucket he has not qualified as a booster. It is called the thousand-headed kale, and the botanist knows it as brassica oleracea, but it is the plain kale of four letters that does the talking. The strange thing is that it has only been during the last two or three years that it has had an audience, though it is nearly 30 years old in the Willamette valley. It has tried to talk all those years, but the people wouldn't listen when it sought recognition. "We never heard it talk," they insisted, "back in Iowa and New York. Back there cows produce milk without kale, and I guess they will have to here." That is tradition. It took 30 years for kale to get an audience in this state and live down tradition.

The dairymen of New York understand what green succulent food means to the dairy cow, and they build expensive silos, buy expensive machinery, and grow fertility-robbing corn, which they irrigate with their sweat, in order that the farmer during the long winter months may have an excuse for milking his cows. The Oregonian needs no expensive silos to remind the cow of good old summer time. Kale! A thousand blessings on the thousand-headed kale! It is making Oregon the greatest dairy state in the union.

When grown under favorable conditions kale will yield 40 tons per acre of green feed, and its chief value is as a soiling crop during the fall and winter. Splendid results are being secured by feeding kale and vetch hay to dairy cows, without any grain or mill feed. Dr. Withycombe, of the agricultural college, says that 15 pounds of vetch hay and 40 pounds of kale a day is practically a balanced ration for a dairy cow. Mr. W. L. Wilson, of Banks, Or., says: "I received \$207 from 14 cows in the month of December, and fed them nothing but kale, turpiss and vetch hay. The man who feeds chop would have to make \$237 to clear as much as I do. I have not had a speck of mill feed in the barn all winter."

Mr. Byron Hunter of Corvallis.

has, as assistant agriculturist of the bureau of plant industry, U. S. department of agriculture, made a special study of the forage crops of western Oregon, and in Bulletin No. 91, published jointly by the Oregon experiment station and the department of agriculture, has the following to say about kale, which is timely:

"Methods of Sowing.—For fall and winter use kale is usually sown in drills on well prepared and drained soil as soon after the 15th of March as the season will permit. This furnishes plants for transplanting in June and July. The land used for transplanting is well manured and plowed two or three times between the first of March and the first of June. With the land in perfect tith it is plowed again with a 12-inch plow about the first of June, and the young kale plants dropped into every third furrow about two and a half or three feet apart. This places about one plant on every square yard. The roots of the plant are placed where the next furrow covers, leaving the tops uncovered. The plants that are plowed in during the day in this way are rolled in the evening of the same day to pack the ground. Two or three cultivations are all that can usually be given, for the plants will soon touch in the row, if they do well. Any plants that fail to grow may be replaced by hand. Some growers prefer to plant the seed in hills, and when the plants are large enough thin them to one plant in a hill. Others put kale out just as cabbage is usually transplanted, instead of plowing it in. The time of transplanting must be determined by the size of the plants and the condition of the land. If the land is wet and subject to overflow the transplanting may be delayed until during July. If the land is well drained and the plants are large enough, it may be done before the first of June. In transplanting, enough plants may be left for a stand on the land where the seedlings are grown.

A man living at Maud wants to know if he can irrigate his trees by means of a water wagon and barrels. Professor Thorner did not favor the plan, stating:

"This would be rather too complex. I am of the opinion that you will find it too great an expense, considering the value of a team and a man, to haul this water during the summer. The station would advise you to try and conserve this moisture by means of culture. This could be done with good effect during the summer months. I have had con-

BARR'S Jewelers

PUBLIC INTEREST

In the jewelry stores will soon be at its highest pitch, and it is our intention to compel the greatest enthusiasm. It will indeed be a gay assemblage of beautiful jewelry and objects of decorative art.

Even now we believe we have the handsomest and largest stock of jewelry in the city.

Why not come in occasionally to glean some new ideas? We'll be glad to show you the store, and we are sure you'll enjoy it.

BARR'S JEWELRY STORE

State and Liberty Streets.

First Salem Sale Day

AN OPPORTUNITY FOR THE PUBLIC TO BUY ANY KIND OF HORSES, CATTLE OR VEHICLES AT PUBLIC AUCTION. IF YOU HAVE ANYTHING TO SELL, ENTER IT FOR THIS GREAT SALE. SEE COOPER & CLEARWATER. WE ALREADY HAVE A BIG LIST OF HORSES, COWS, WAGONS, BUGGIES AND HARNESS TO SELL. ALSO SOME GOOD HEAVY WORK HORSES AND MARES WITH FOAL.

SATURDAY, OCTOBER 17

At the Old Willamette Stables, 10 a. m.

Everybody come and make this first great public sale a success.

NOTICE

On and after October 13th State Street cars will operate 20 minute schedule and Commercial Street and South Salem cars on 15 minute schedule. Yew Park Cars on 10 minute schedule.

Complete time tables will be ready for distribution within a few days.

Portland Railway Light & Power Company

WILLAMETTE VALLEY DIVISION