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"KING OF ALL BOTTLED BEERS."
Bachtold & Achermann.
WHOLESALE DEALERS.

THE ROSE GARDEN

At St. Louis Exhibition To Be a Wonder

FOUR ACRES PLANTED WITH ROSES

Fifty Thousand Trees Are Already Growing—A Statue to the Goddess of Flowers.

St. Louis, May 27.—A million roses will bloom at once in the vast rose garden at the World's Fair. That is guessing, of course, but the foundation of the guess is this: Four acres are set in strong and vigorous rose trees. Thirty of the largest exhibitors have sent their choicest stock and each will strive for first place in the judgment of the jury and people.

This vast rose garden with its 50,000 trees lies east of the great Palace of Agriculture. The warm eastern slope has been made more fertile than your garden or mine with rich compost and it will be a sight worth traveling far to see when the glorious colors make bright the beds and fragrance spreads far beyond the boundaries that have now been set.

This rose garden, the planting of which was begun early in April, occupies one of the conspicuous sites in the City of Knowledge. The center of the garden is at the main entrance to the Palace of Agriculture, a grand structure 1,600 feet long and 500 feet deep. It is on a high elevation overlooking the group of main buildings of the exposition, and, looking to the northeast a splendid view of one of St. Louis' most attractive residence districts is spread out before the eye.

When the graders finished their work and turned over to the gardeners, every vestige of soil had been removed, and a broad expanse of sticky, yellow clay remained. Surely to the layman a most unfavorable location for a flower garden. But to the practical rose grower it was an ideal spot. The ground was platted with a series of eight collections, forming a great oval, 150 feet long and 100 feet wide, as the central picture. In the center of this oval is erected a statue of the goddess of flowers, in heroic size. Flanking this oval on the north and south, are two great collections, triangular in form. Scores of other collections laid out in plots of ground in various shapes, but all conforming with the general harmony of the picture, have been provided.

Each collection, while separate and distinct in itself, forms a part of a great and artistic whole, and a belt of beautiful green lawn, from four to eight feet wide, surrounds each collection. Spacious gravel walks are provided throughout the entire four acres of roses, and at various intersections beautiful fountains, sending up streams of crystal water and cooling the atmosphere, are to be met. Seats to accommodate thousands of visitors have been provided and the seats are so distributed as not to interfere with the free passage through the gardens of the countless thousands who will revel in the glorious sight.

The work of planting the 50,000 roses already growing in this mammoth garden, the largest of its kind ever conceived, occupies the time of score of expert gardeners and hosts of laborers. For each collection excavations 18 inches deep, of the form and size required for the collection, were dug in the sticky clay soil. Then the excavations were filled in with rich top soil and sandy loam. A dressing of fertilizer, of the kind best adapted to the requirements of the particular rose tree collection, is spread and then came the work of putting the young plants in their magnificently conceived home. With the young plant firmly placed in its perfectly prepared bed, came April showers. The water percolated trough the rich soil and was absorbed in the sandy loam. The strong and healthy young bushes sent their vigorous roots down through the soft earth and found secure lodgment in the clay that forms the foundation. Then no matter how hard the wind blew, they were not disturbed.

While the roots were developing unseen under the ground, there was evidence of their power in the vigorous growth above ground. The young shoots, anxious for their freedom after their winter's captivity in the cramped cold frames and the packages in which they were shipped, grew by leaps and bounds. Springing up from the ground, the pink shoots were at first almost transparent, so delicate were they. Then they became browned by the sun and exposure and soon the little buds appeared and under the ministrations of the watchful gardeners, and the influence of the warm April sun, the young plants were allowed to bloom, but not sufficiently to tax too greatly the energy of the plant. Expansion was what the gardeners wanted, and the wood growth of the rose tree is demanded this year more than the blossom.

Most of the 50,000 roses now planted are of the hardy or semi-hardy varieties, but many of the varieties that are not supposed to stand the frosts of a St. Louis winter are among the specimens shown in the mammoth World's Fair garden. All during the summer months, and until the snow flies next fall, the rose trees will continue increasing in size, strength and beauty. Then will the gardeners take precautions to prevent the frost from interfering with the beautiful picture provided for visitors to the City of Knowledge. The entire four acres will be heavily mulched. Manure, straw and litter will be packed about the roots of each individual plant, and a top layer of straw will cover the beautiful rose garden in the winter as the waters cover the sea and the snow covers the ground. Then no matter how low the temperature may drop, or how strong the storm may blow, the spring of 1904 will witness the awakening of the greatest and most artistic exhibit of choice roses ever collected.

The planting of this mammoth rose garden was done under the personal supervision of Joseph H. Hadkinson, who under Frederic W. Taylor, chief of agriculture, has charge of this outdoor exhibit.

TO RECLAIM LAND.

Large Tract in Idaho Will Be Opened for Settlement.

Salt Lake, Utah.—Seventy-five thousand acres of arid land will be reclaimed and opened for settlment in Idaho as the result of a deal which was consummated in this city when the American Falls Canal & Power company concluded arrangements for the completion of its canal in Idaho. The contract was awarded to Lyman Skeen, of Ogden, for the construction of the entire canal system. The cost of this work, exclusive of headgate, etc., will amount to $325,000. More than 100 men will begin construction work this week, and within 90 days, it is believed, water can be delivered upon 8000 acres.

The company's canal is taken out of the Snake river, about 12 miles above the town of Blackfoot, in Bingham county, and runs southwest 58 miles. It terminates just below the American falls, Blaine county, where it discharges its surplus water back into the Snake river.

The country that will be traversed by the canal is considered one of the most fertile valleys along the river. The canal will be 85 feet wide at the top, 60 feet wide at the bottom, and capable of carrying six feet of water. The company which is undertaking the reclamation of the huge tract of land is composed of Ogden and Salt Lake business men.

ADVISES PEOPLE TO LEAVE.

Will Always Be Risk in Living at Frank, Owing to Cracks in Wall of Rock.

Ottawa.—Messrs. R. Brock and R. P. McConnell, the geologists who were sent to report on the cause of the landslide at Turtle which wiped out the town of Frank, have submitted a preliminary report to Sir William Mullock, acting minister of the interior. Mr. McConnell estimates that between 60,000,000 and 80,000,000 tons of rock fell, the debris of which covers almost two square miles.

The slide is attributed to the steepness of the mountain and the shattered condition of the rock. This was due to "faulting" and crushing of the rock during the process of mountain building. Heavy rainfalls pouring through the fissures tended to open them still further. The accident was locally hastened by a creep in the coal mine, which caused a jar. The mountain where the slip took place is very badly fractured and is now slipping down continuously in small pieces. There is danger of another slide, as some of the fractures extend back five or six hundred feet from the face, and if these were to open another bulk would come down.

Mr. McConnell thinks there will always be more or less risk in living at Frank, and that the people should move as soon as possible.

TRACTION COMPANIES MERGE.

Indianapolis, Ind., May 27.—The largest interurban deal thus far in Indiana will be consumated at Anderson today when officials of the Union Traction company of Indiana and the Indianapolis Northern Traction company meet to complete the final details for the merger of the two companies. The plan is to form a holding company and to guarantee a divident on the stock.

"I see that John Alexander Dowie says he is going to spend $100,000 to invade New York with his peculiar ideas." "Well, it costs most westerners more than that."

CASTORIA.
Bears the Signature of Chas. H. Fletcher.
The Kind You Have Always Bought

RAILROAD ASSESSMENTS

Discussed by the Taxpayers' League

COMMITTEE OF COLUMBIA CO.

They Say That a Valuation of $40,000 a Mile Would Be Just and Equitable.

To the Columbia County Tax Payer's league.

We, your committee, to whom was assigned the duty of securing data as to the value of the railways in this county, beg leave to report that the first item we discovered in connection therewith, was that it was a very complicated and difficult task, and that with the very best information obtainable, in the short time allotted to us in which to prepare this report, only approximate valuations could be placed thereon.

However, we have secured some figures, which are undoubtedly correct, and which will serve the purpose of this league in supporting its demand for a higher valuation of the railways for taxation purposes.

We have statistics of railways in the United States, prepared by the interstate commerce commission, published in 1901, and the preliminary report of the commission on the income account of railways, for the year ending June 1st, 1902, the latest published statistics from which we take our figures. These figures are made from the sworn reports of officials of the several railways, and may be accepted as substantially correct. The tabulation and deduction therefrom are made by the statistician of the commission, and are nicely arranged and make very interesting reading.

The Oregon Railway & Navigation company has now in operation something over a thousand miles of road, and has a capitalization of $55,242,800, as follows: $20,242,800 of bonds, $11,000,000 of preferred stock, and $24,000,000 of common stock; a little over $50,000 per mile. In making an estimate of the actual value of this capitalization it is necessary to refer to its income and expense account, also current valuations placed on the bonds and stocks in the markets of the world, and where quotations are not available, to estimate their value from the income they produce.

The latest quotations we have been able to secure on O. R. & N bonds was a sale made in January of the present year, at $1.01, reported in the investment guide of Henry Clews & Co., of New York, which shows that at least that part of the capitalization is worth par. We were unable to get any late quotations on any of the stock, either preferred nor common, and must base our estimate of its value on the reported earnings.

We find in the preliminary report of income account of railways for last year, that its net income over expense of operation (which includes maintenance of equipment and way) to be $4,536,202, from which was paid interest on its $11,000,000 of preferred stock, and other items not specified, amounting to $1,045,620, leaving a surplus of $3,050,582. This amount if applied on its common stock would make it net over 12 per cent. interest. So much that none of its surplus was applied to dividends on its common stock. Such a healthy condition of the treasury should give the common stock a substantial value.

If we are to judge by present conditions, the current year will show a substantial advance in the earnings over the last year.

However, any railway system must not be judged by its earning capacity in any one year. Its true value depends not alone on the cost of its physical property, tracks, yards, terminals, buildings, engines, cars, etc., but it also depends on its traffic, competitive and non-competitive, and the extent and vitality of an established transportation business. The Oregon Railroad & Navigation company occupies a peculiarly favorable field; it covers the finest sections of our Inland empire, and its traffic is sure and certain. There is no danger of a decrease in its volume, and a certainty of a healthy and substantial growth for years to come. Its market value, today, can be safely taken as a standard of its true value.

The bonds and stock of this company are largely held by the Oregon Short Line Railway Co., and it in turn is controlled by Union Pacific interests. They seem too closely held and are seldom offered in the markets, hence the dearth of market quotations thereon.

This connection with the Union Pacific really makes it a part of a transcontinental system, and as such it is entitled to be classed as a first class road.

As to the valuations to be placed on the road in this county, it is conceded that the only correct way to arrive at value is to estimate the value of the road as a whole, and apportion it to each county on a basis of its mileage.

We have shown that its earning capacity has been as much as would warrant in placing an estimate of par value on all its bonds and stock, or $50,000 per mile, but so many elements enter into a consideration of this question, that it would be unwise to do so, and wishing to be conservative in all these estimates and making all possible deductions from its capital, for stocks and bonds and other property owned outside of the railway, we would name a valuation of $40,000 per mile as being well within its market value, and fully sufficient for the purpose of this league.

As to these valuations for the purpose of taxation, we would quote from an opinion of the supreme court, in the case of the Adams Express Co., vs. Ohio in 165 U. S., in stating the grounds for its decision, the court said:

"Now it is a cardinal rule that should never be forgotten, that whatever part of that system, but having no outlet at terminal points of its own, cannot make as good a showing for its owners as can the O. R. & N. Co., but nevertheless, it is one of the Northern Pacific's most profitable feeders.

"It comprises 162.73 miles of road and is capitalized at $7,845,000, or $47,594 per mile. Its funded debt, (bonds) secured by mortgage on the road, is $4,745,000, or $29,159 per mile, upon which interest was paid, in addition to a small sum carried as surplus. No dividends were paid on its stock.

"Its stock and bonds are largely, if not entirely held by Northern Pacific people and a careful review of financial journals and reports fails to discover any offerings or sales of either. It is very evident that from its position in competitive territory it is a valuable collateral to the Northern Pacific, and could be made valuable to the O. R. & N. Co., so much so that there is no doubt but that the railroad would sell at a figure property is worth for the purposes of income or sale, it is also worth for the purposes of taxation—the value which property mears in the market——the amount for which its stock can be bought and sold, is the real value. Business men do not pay cash for property in moonshine or dreamland. They buy power to produce income or for purposes of sale. In conclusion, let us say that this is an eminently practical age, that courts must recognize things as they are, and possessing a value which is accorded to them in the markets of the world; that no fine spun theories should interfere to enable these large corporations, whose business is carried on through many states, to escape bearing, in each state, such burden as a fair distribution of the actual value of their property among the states require." To all of which your committee heartily agrees.

In a general way the conditions surrounding the W. & C. R. R'y. are the same as in the case of the O. R. & N. Co., except that it has no terminus on tide water. It is, however, controlled by Northern Pacific interests, and is equal to, or in excess of its bonded indebtedness of $29,159 per mile, and will pay a regular dividend on that amount, over and above operating expenses, so that an appraisement of $30,000 per mile is not considered excessive by your committee.

G. M. THOMPSON,
A. P. CAHILL,
ALEX PRICE.

MILLINERS TO PROTECT BIRDS.

New York, May 27.—What various women's societies and other organizations have failed to accomplish in the way of preventing the use of birds in the decoration of feminine headgear is about to be effected by the milliners themselves. By an agreement which has been made between the Millinery Merchants' Protective association of New York and the Audubon society, there is to be an absolute withdrawal from the trade and in the trimming of hats of thos species of birds, the use of which the Audubon societies and the American Ornithologists' union have tried so long to suppress.

According to this agreement, which was formally announced to the military trade today, and will remain in force for three years, the members of the Millinery association pledge themselves to "abstain from the importation, manufacture, purchase or sale of gulls, terns, grebes, humming birds and song birds. These restrictions are to apply to the birds irrespective of the country in which they may have been killed or captured. On January 1 next the importation, manufacture, purchase or sale of the plumage of egrets or herons and American pelicans of any species is to be added to the prohibited list.

The Audubon society of New York state on its part has agreed to endeavor to prevent all illegal interference on the part of game wardens with the millinery trade; to refrain from aiding the passage of an lyegislation that has for its object the restriction against the importation, manufacture or sale of fancy feathers obtained from domestic fowls, or of the plumage of foreign birds other than those specifically mentioned in the prescribed list.

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Every Wednesday for St. Louis via Union Pacific and Denver. Stopping over several hours at Denver, opportunity to visit this beautiful city.

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CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

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Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhœa and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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THE ROBERTS MONUMENTAL COMPANY are just unloading an immense stock of moderate priced monumental work just from the quarries of Vermont. This work is of the finest and very beautiful.

The Roberts Monumental Co.

MISSING FROM THE TRAIN.

Duncan McRae of Asotin Disappeared en Route South.

Asotin, Wash.—Word has been received here that Duncan McRae of Asotin has disappeared. Mr. McRae left Asotin in company with a party of Asotin people on a trip to California. In the party were W. J. Clemans and wife. The latter writes that last Monday while the train was crossing the mountains in northern California Mr. McRae was missed and has not been heard from since. It is feared that in the early morning Mr. McRae went on the car platform and fell, perhaps being killed, the body rolling out of sight along the hillside.

A dispatch published on Thursday of the finding of an old man lying by the track in the mountains along the line of the Southern Pacific, who had been badly injured by a fall from the train, has aroused the fears of McRae's friends. A search is being made for McRae or his body. The missing man is an old man, unmarried and has lived in Asotin for a number of years.

"I heard a fellow say dat he wasn't happy unless he was workin'," said Plodding Pete. "Well," responded Meandering Mike, "dat shows what a terrible t'ing it is to git into habits."

Teacher of art class)—What do you know of Alma-Todema? New Pupil—She's a girl in the sixth grade at the Wentshaw school, only her last name isn't Tadema. It's Taggart.