COWS UPHOLD HARRIMAN MAN

Ahtanum Holsteins of Messrs Marks Prove to R. B. Miller Their Work in Yakima

TESTED FOR SEVEN DAYS IN BUTTER PRODUCTION

Official Records, Made Under State College Expert Indicate The Merits of Herds Under Development Here

Messrs. J. P. & B. B. Marks of the Ahtanum are proving, along with others in this valley, that the dairy cow is a good proposition. This is a fact which would interest R. B. Miller of the Harriman railway and is interesting an increasing number of people in this town and valley as they become impressed with the knowledge that the fruit industry is not the only one here but that men are doing splendidly and attaining a high degree of success in other lines. As an indication of the character of the animals owned here by the Holstein breeders it may be said that a bull, sold at auction in Wisconsin a week or two ago for $1900, is a brother of the herd bull at the Marks ranch and is an inferior animal not being as highly bred on his dam's side as is the Mark's bull.

Cows Are Profitable

Seven cows in the Marks herd have proven their right to class with the famous Yakima orchards as money makers, as they have shown themselves to be bread winners. They have been under a week's test conducted, officially, by Warren Lincoln of the State College at Pullman. One of the cows was taken at a time when it was too late to make any preparation whatever for the trial. All the other animals were tested under practical ranch conditions as it is the first time the Messrs. Marks have had such a trial of the merit of their animals and they were necessarily unacquainted with the fined points which are arrived at when records are sought. The pleasing thing is that every animal was doing better at the close of the test than at the start

Facts of the Test

Holstein names are interesting but to the expert they tell a story of breeding and achievement which has a positive money value. Herewith are the animals of the Ahtanum, names and all, which have contributed this past week to the glory of the valley:

Fay Nudine DeKol 2nd—Aged three years; twenty-one and three-tenths pounds of butter Average butter fat, 3.9.

Red Oak Gerster, aged 36 months: seventeen and ninety-two hundredths pounds of butter.

Pietertje Witkop DeKol, aged 36 months; sixteen and three quarters pounds butter. This animal was but two days out of the two year old class when the test began.

Allie Mona DeKol 2nd, aged cow; twenty and one-tenth pounds butter.

Abbekerk Rose Wayne, aged three years; seventeen and five-tenths pound butter.

Heifer, aged 25 months, fifteen and one-tenth pound butter with an average milk production, daily of 59 pounds. This animal was brought in here last fall by Mr. Marks along with a number of others. She has had a heifer calf and today she and her calf are worth what the entire shipment cost.

Florence Sarcastic, junior four year old, tested five months after having had a calf and taken out of the herd in trial after the test began; seventeen and six-tenths pound of butter with an average daily milk production of sixty pounds.

In each instance the foregoing are the results of a seven days test. They should mean something to the thoughtful reader. Messrs. Marks propose to hold further tests this fall.

BLOSSOM FESTIVAL NEWS IS TRAVELING

Citizens of Mc.Arthur, Ohio, Hear of It From a North Yakima Letter Writer

News of the North Yakima Valley blossom festival is traveling. The Republican of McArthur, Ohio, of March 23, contains a letter, written by W. E. Shockey of this city in which the fact is set forth and the good people of that part of the United States urged to come here for event. In his letter, among other things, Mr. Shockey says:

"The citizens of North Yakima are going to try an innovation this year in the way of a 'blossom festival.' I want to say right here that the plan has all the ear marks of a success, and as for the blossoms, they must be seen to be appreciated. There is no trouble in smelling them. The air is fragrant with their odor. Their fragrance permeates everything. They are all pervading—in the house, the store, everywhere. With miles upon miles of orchards surrounding the city, they make a wonderful sight—with their myriads of trees covered with blossoms, each tree laden with a covering of the color peculiar to its variety.

"Would be delighted to see some of the McArthur people out here about that time. About a month later Portland, Oregon, holds its "Rose Festival," which in its way is as remarkable as the blossoms are to North Yakima. Either or both would be worth traveling much farther to see."

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

FRUIT GROWERS HAVE OBTAINED WAREHOUSE FOR NEW ASSOCIATION

Arrangements have been made by the North and South Nob Hill divisions of the Yakima Valley Fruit Growers association and by the Fruitvale division, for the leasing of the Taylor-Lynch warehouse on the Northern Pacific right of way for use this coming season as a fruit depot for the handling of the orchard products of the members of the union. It is altogether probable that some of the other divisions will arrange with those named for the handling of their fruit this year. The shipping season for the new association is at hand as it will begin with asparagus grown by its members and follow this up with strawberries, of which the aggregate is growing large.

PARKER HEIGHTS ORCHARD COMPANY

Is Carrying Out Careful Irrigation Plans on Its Tracts in the Lower Valley

More wonderful than the tales of Dean Swift are stories from real life in the Yakima country, thus proving the truth of the adage that truth is stranger than fiction. The foregoing is brought forcibly to mind by an investigation into the proposition of the Parker Heights Orchard company, some of the results of which follow. Particular attention is called to a few of the striking innovations inaugurated by the company as compared with most of the companies elsewhere, and, with nearly all the other companies in this favored section of the greatest orchard lands on the face of the earth.

The company has a tract of 160 acres one mile from Buena, 16 miles from North Yakima, on the line of the O. W. R. & N. Co. line, recently completed. This land is beautifully located, sloping gradually, making it ideal for irrigation, equal to that of the world famous Nob hill lands of North Yakima. From the sightly elevation may be seen 300 hundred homes, where peace and plenty dwell, while to the westward and southwest Mount Rainier and Mount Adams raise their snowy bulk of spotless white.

Method of Getting Water

The two particular points of interest are the method of getting the water onto the land and distributing it, and the plant by which the above is accomplished. The first cost of the machinery at the pumping station was two or three times as much as might have been gotten along with for the time being, but that would ultimately have been much more expensive for the owners of the tracts of land covered by the system.

Water is raised by the pumps to three different elevations, the first of 50 feet, the second of 100 feet, the third of 150 feet. Each one hundred acres is entitled to one cubic foot of water per second, this being much more than will ever be necessary to use. The water being raised to the different elevations is determined by the number of acres of land to be supplied. Water is supplied from the Union Gap Ditch company line.. The company is the owner of a full water right, enough to irrigate more than three times the amount of lands entitled to it.

About the Machinery

The machinery consists of one 100-horse power motor, on each side of which is a vertical triplex plunger pump, driven from the motor direct by gearing, power from the propulsion of the motor being furnished by the Pacific Power & Light company from its line running through Parker Bottom and Zillah. All the preceding are mounted on the same cast iron bedplate, installed on solid concrete foundation 11x3 feet. Near the middle, at one side, is a well 7 feet in diameter, 14 feet deep, circular in section, lined with concrete. Leading into this well from the ditch is a 12-inch cement pipe line. Suction pipes from the pumps lead down into the well, taking water as desired. The pumps are two in number, the smaller with a plunger 5 inches in diameter and an 8-inch stroke, capable of raising 100 gallons of water per minute to a height of 150 feet above the canal level. The second pump has plunger 8 inches in diameter, with 8-inch stroke, with capacity of raising 250 gallons per minute to a height of 50 feet. The big pump works raising water to the 50-foot level, the smaller one pumping to the 150-foot level, working only part of the time. The rest of the time the larger pump is used to raise water to the 100-foot level, the power required in each case being the same.

Water Carried in Pipes

The water is conveyed to the highest point of each tract in underground wooden pipe, doing away with the ordinary ditches, which take up so much valuable land and which are breeding places for weeds and a source of big loss of water. Right here is the big point. If the water were to be pumped onto each tract at all hours of the day and night, the amount of water in the pipes would of course be very small. By pumping the water onto the tracts for a portion of the time only, the one doing the irrigating is not required to be on hand constantly, while the total supply of water furnished is at the same time more than sufficient for all needs of irrigation.

The management of the Parker Heights Orchard company is practically the same as that of the Yakima Orchard Development company, handling the Beulah lands, and the Mt. Adams View Orchard company, with a tract near Zillah. In the three tracts there are nearly 900 acres. Nearly half the tracts of the Parker Heights Orchard company proposition have been sold, most of the purchasers residing in the east.

The officers are as follows: Charles N. Hunt, president and treasurer; Charles Leigh Hunt, secretary and manager. The above two and the following are the stockholders: Blanch E. Ballard and Sarah Faegre Hunt.

SNOWSHOE IS DISPOSED OF

Silver Lead Mine at Libby in Which Local People Were Interested, Has New Owners

W. D. WRIGHTER LETS GO OF VALUABLE PROPERTY

Had Held on for Years to Interests Which He Still Believes Are Sure to Make Some Millionaires Out of Holders

W. D. Wrighter has returned from Spokane and Libby, Mont., where he negotiated the sale, for approximately $200,000, of the Snowshoe silver lead mine of the Rustler Mining & Milling company. This is a property which Messrs. Wrighter, I. H. Dills, W. L. Lemon and a number of other North Yakima people were heavily interested and on the sale of which they make 50 per cent on their investment. The purchase was made by E. H. Wilson of San Francisco, a Nevada and California mining man, who is preparing actively for the installation of machinery, the construction of additional reservoir capacity, mill improvements, etc., at a cost of many thousands of dollars. He expects to have 150 men at work in the mine and mill by July 1.

To the Western News of Libby, Mr. Wilson said he considered the property to be "one of the strong veins of the mining world." The property, which carries silver and lead, and small quantities of gold has already produced over $1,000,000.

Story of the Mine

The Rustler company was organized eleven years ago by T. A. Noble of Pittsburg, D. P. Bowers of Couer d'Alene and W. D. Wrighter of this city. Later Bowers died and his interests were taken over by Mr. Noble, who later also died and since then the mine has been idle pending the settlement of his estate. Mr. Wrighter has held on year after year in the hope that some turn of fortune would enable him to see the property opened up as a producer but the tedious drag of the probate courts and the lack of faith of those interested prevented. He is convinced, as is the new purchaser, that someone will make millions out of the mine. Friends here of Mr. Wrighter will be pleased to learn that he has realized handsomely, as it is, on the proposition.

Engineer Likes Property

C. H. Swigart of this city, of the reclamation service, is among those who have made a personal inspection o fthe property having done so for a friend whom he advised to take hold, saying the Snowshoe was the making of a big mine. The local holdings have now been disposed of but the future of the property will be watched with interest.

ROMANCE IS BRIEF AND ENDS IN DEATH

Mining Man Married But a Week Takes Carbolic Acid and Dies in Police Station

After a romance extending over three weeks, J. H. Adams, aged 45 years, a mining man of Baker, Oregon, and Spokane, took poison in the police station Monday morning and died soon after. He leaves a young widow, who was formerly Miss Aylene James, a nineteen-year-old girl who was acting as waitress in the Tieton cafe when he met and married her. Insane jealousy on his part and a lack of funds were the causes for the deed, it is stated. Adams had been taken from a train bound for Spokane at the request of the management of the Tieton Hotel who said the man owed a board bill.

The couple had been married only a week. Adams and the girl met at the cafe and forthwith he began to court her assiduously. One week ago she resigned her position and they married that evening at the home of an old friend of the Adams family.

Husband Was Jealous

Mrs. Adams, after she learned of the suicide, told of the life her husband led her from the beginning. She said he was insanely jealous of her, threatened her with a revolver, demanded that she look at no other man than himself and they had quarrels every day. The life became unbearable and Mrs. Adams decided Saturday she would not live with him.

When Adams was brought from the train to the police station he was not searched by the police, therefore the city officers did not know of his possession of the acid until after he had taken it in the toilet room where he asked permission to go.

SCHOOL BUILDING GOES TO GILBERT

The general bid of C. W. Gilbert, for the construction of the new McKinley school building in Richland addition, was accepted by the school board last night, subject to such possible reductions as might be agreed upon. The heating bid of the Standard Plumbing and Heating company for same, and the plumbing bid of the Yakima Valley Heating and Plumbing company were likewise accepted, subject to possible reductions.

The bids were as follows: General—W. B. Holden, $33,153; C. W. Gilbert, $32,671.51; C. H. Bruenn, $33,500; Wilson Bros., $34,462.

Heating—M. A. Thompson Heating Co., Tacoma, $4750; Standard P. & H. Co., $4238; Yakima Hardware Co., $5200; Yakima Valley Plumbing & Heating Co., $4900.

Plumbing—Standard P & H. Co., $2710; Lentz Co., $2350; Yakima Valley H. & P. Co., $2275.

Heating and Plumbing—John Sawbridge, $7695; Standard P. & H. Co., $6940; Yak. Valley H. & P. Co., $7000.

The general plans for the new Fairview school building were decided upon and the architect was authorized to go ahead and complete the plans in accordance therewith.

VALLEY GIVES WELCOME TO HARRIMAN RAILWAY

Thousands of People in the City to Participate in the General Greetings

ROBERT STRAHORN IS THE CENTRAL FIGURE

He Points Out That the Idea From Which the Entire Development Came Was Purely Local in Its Character

Then and Now

The North Coast was the frozen zone,
And Yakima Jack Rabbit's Own,
And Walla Walla Mossback's Home—
'Twas Devil's Desert. THEN.

Two Villages to Cities grown,
The Mossback and Jackrabbit gone,
The North Coast has become our own
'Tis God's Own Garden. NOW.

"What the North Coast Hath Joined, Let No Man Put Asunder," was the supreme sentiment that prevailed in North Yakima Wednesday among the thousands living along the line of the Oregon-Washington Railway & Navigation company, who had come here to celebrate its completion to this point and the inception of a regular passenger and freight service that will mean much to the whole country traversed by the new line.

It was peculiarly fitting that the central figure in the celebration should be Robert E. Strahorn, who for five long years had struggled with the problem of building a competing line in the territory of an old and established railroad. For almost that many years the work of the indefatigable, modest man of energy was known to the public as "Strahorn's Mystery," but it is a mystery no longer. It would be useless now to go into the history of the road which is well known to all, and it need hardly be said that the proudest and happiest of all participating in the celebration was that same Robert E. Strahorn, whose efforts had at last been crowned with success.

Every Prospect Pleasant

The weather was made to order for the occasion, the day being clear and just warm enough to be pleasant, consequence on this thousands assembled in town long before the two passenger trains bearing the visitors from down the valley and from the eastern part of the state came in. The ranchers came with teams and autos and their outfits could be seen all over town. Every hitching post had its quota of horses and the stables were all filled. The hotels did a rushing business and long before night had assigned the last room.

In the bright sunlight, the red, white and blue of the decorations added to the beauty of the scene, and later the lights from the incandescent arches strung over the intersections of Yakima avenue subdued the coloring and lighted the street effectively over its whole length through the business section.

Reception at Station

The station of the Oregon-Washington Railroad & Navigation company, at West Yakima and First avenue, dressed with flags and bunting was the scene of the greatest activity about noon, when the first train came in from Kennewick and way points. The platform and sidewalks were crowded with Yakimans who had gathered to welcome the thousands from down the valley.

Nagler's North Yakima band played appropriate airs while waiting on the platform for the coming of the trains. Rag time, marches and dance steps kept the crowd interested. Among the pieces played was a rag time entitled "Yakima Spasm," composed by Walter Hamilton, of the Herald office. As the official train came in from Walla Walla bearing 13 carloads of shouting humanity, the band played "Casey Jones," the engineer's favorite.

Kennewick Excursion

The train of a dozen cars from Kennewick came in on time, arriving at noon as the whistles were blowing. This train was loaded to the guards and contained passengers from Attalia, Kennewick, Benton City, Prosser, Grandview, Emerald, Granger, Zillah, Beulah, Parker and Donald. Zillah led with nearly 250 of its best citizens, headed by Zillah Chinauer and Vera Smith, pretty girls bearing flags, Mayor E. J. Jaeger and the Zillah Concert band and a troop of young ladies with hats decorated with streamers and wearing numerous badges. One of there read "From Zillah." The Kennewick crowd were plastered with badges bearing the words, "Watch Kennewick Expand," and from their buttonholes hung tags reading, "From Kennewick to all points in Washington and Oregon——'By Water or by Rail.'"

The contingent from the first train were escorted to the Christian church and the Young Men's Christian association, where they were served with luncheon.

Welcome Guns Fired

While waiting for the Walla Walla train, which came in about one o'clock, a firing squad, composed of Councilman Mull, E. Hamilton, A. L. Bell, C. W. Mitchell and E. L. Ruth, fired welcome guns from two anvils. The Walla Walla special, pulled by two moguls, X144 and 83, discharged its much decorated and beribboned crowd on the platform and after being formed in line they were headed by their funny men and the Walla Walla band. They were escorted by Nagler's to the Commercial club.

The Walla Walla Squad

The funny squad from Walla Walla attracted much attention. Jack Lambert, attired as a Dutchman with green socks and other incongruous articles of dress, topped off with a tall hat tipped with a fountain, which played water on the crowd from time to time, kept the people lining the street in a constant uproar of laughter as he demonstrated how the 28 living artesian wells of Walla Walla gushed

Jake Kaufman, weighing 310 pounds and standing over six feet, was attired in a suit of jute sacking and Charles Nye wore cowboy togs. Following a sign bearing the words, "What the North Coast Hath Joined Together, Let no Man Part Asunder," upheld by Phil Hawley, in clericals, were the bride and groom, "Walla Walla" and "North Yakima." Jack Sweezy, in white and wearing a red hat, was the blushing bride, "Walla Walla," while the groom, "North Yakima," was represented by C. S. Jones, of Walla Walla. They made a hit.

One Dangerous Man

A. A. Herring, dressed in stripes, made a very docile convict, but he must have been a dangerous man, for he was chained between two guards and followed by an immense dog that watched him closely as they marched along the street. R. H. Johnson, secretary of the Walla Walla county fair bore placards advertising the annual event on an immense straw hat, with a rim four feet in diameter. The man "afraid to go home in the dark" was covered with incandescent lights and his umbrella bore a large light on its tip. G. D. Hennesey was the "vegetable man."

It seemed as if every other man in the Walla Walla crowd carried a banner or a sign, with some expression of good will and congratulation imprinted thereon. Some of these caught on the fly are as follows: "Oh, You Yakima;" "North Coast, the tie that Binds;" "Our Interests Are Mutual;" "Boost, Boost, Boost, Boost," and the words "Shake, Yakima," surrounding clasped hands.

Visitors Are Cheered

Yakima avenue was lined with thousands of people who cheered these enthusiastic visitors on their march to the Commercial club where they were entertained at lunch There they were served with good things by a corps of colored waiters and after being refreshed they betook themselves to the street, some to look around town and see the sights, others to visit friends. Many attended the baseball game later, between Walla Walla and North Yakima and several hundred took advantage of the hospitality of the Yakima Valley Transportation company, which furnished a number of special sightseeing cars for the visitors, who were taken on a ride through the orchards in the valleys surrounding North Yakima and on Nob hill.

Before the crowd started on the ride they listened to music by Nagler's band and the band of the Young Men's Christian association .

Mr. Strahorn's Speech

From the tail end of a sight seeing car, after being introduced in a few well chosen words by Mayor Schott, Robert E. Strahorn, amid tumultuous cheers from the crowd that jammed the north side of Second street and Yakima avenue, began his speech reviewing the inception and growth of the North Coast road. He said in part:

"It is particularly fitting that these joyous functions should be held at North Yakima. This is the birthplace of the North Coast road. It was conceived, started and originally financed from here. There is a banker present now who could tell you all about the method of raising the first $1000 that went into it, and its method of disbursement.

"Consider how each of you feel, with your comparatively small individual interest in the consummation of the enterprise and then you can faintly appreciate the emotions possessing the rather sentimental temperament of one whose whole heart, soul and energies have been absorbed in it for over five years.

Leading Steps Recalled

"In commemorating this important incident in the history of Yakima valley and our state it would seem fitting to recall some of the leading steps by which it has reached its present stage.

"It will doubtless be a surprise to many to know what has never been announced before, that the North Coast railroad really had its start in 1904 as a result of my ambition to enter the electric railway field in this valley. During that year when, as many present well know, I had already become rather heavily interested in enterprises in North Yakima and vicinity, I arranged to revive the electric railway enterprise which some years before had been projected by our lamented friend, Judge Whitson and others. I mention this here because of the very interesting relation it later bore to the North Coast scheme as the latter unfolded.

"The intention then was to build electric lines from North Yakima up and down the tributary valleys, for example, up the Ahtanum and Naches, over into the Moxee, down Yakima valley, through Parker bottom to Zillah and Sunnyside and ultimately up into the Cowiche and elsewhere.

Local Interests Intervene

"I had practically arranged the financing when local interests came forward with a request that I desist, because, they said, they had made all arrangements to promptly carry out the same scheme. Wishing them God speed I stepped aside. However, as the months lengthened into a year or more without these other interests making substantial progress I began to seriously consider the matter of competitive railway facilities in a broader way.

"Thus, i September 1905, after having made some preliminary surveys, with your honored citizens O. A. Fechter and John J. Rudkin and some eastern friends, I organized the North Coast Railway company, which on account of the rapid broadening of the enterprise was supplanted by The North Coast Railroad company in April, 1906. This marked the actual serious beginning of our work. Engineering and right of way work in the Yakima valley was well advanced by July, 1906. The first grading on the line was done on the Rainier division at Rowe hill about ten miles west of North Yakima in October, 1905, while the first grading on the Yakima division was done about two miles from Grandview in March, 1906. Final contracts were let for grading the Yakima valley line to your townsmen Case and Eschbach July 1, 1906, and this firm (now Eschbach, Bruce & Co.) has since constructed practically the entire line from the Columbia river to this city.

Columbia River Bridge

"The most important engineering and construction feat, the bridging of the Columbia river, was really begun in March, 1909, and completed November 1, 1910. This latter great task and all this other work has been accomplished without the loss of a single life or noticeable financial mishap, a fine tribute to the skill and care of Chief Engineer F. L. Pitman and staff, and the high class of our contractors and construction forces'.

"The first rails were laid at Attalia December 13, 1909 and they reached the city limits of North Yakima on February 28, 1911, and to bring the history up to date we should add that the honor of inaugurating the first through service has been accorded to our valued neighbors of the superb city of Walla Walla for this glorious 22nd day of March, 1911.

"Now, returning briefly to the electric railway situation. As many here know this was finally taken in hand by such of your esteemed fellow citizens as Hon. Jack Splawn and Messrs. H. B. Scudder and G. S. Rankin in 1907. These gentlemen were the real heroes in this railway romance, and I only wish I could adequately express the obligations of this community to them and fittingly portray the magnitude of their work and the gravity of their trials in endeavors to put the enterprise on its feet. But their public spirit and enterprise got them in several years ahead of time, and along in the spring of 1909, when they had placed about six miles of road in operation and reached the limit of their resources. I again picked up the threads of my electric railway scheme of five years before, interested strong friends, and the story of its subsequent rapid development under the able management of President N. C. Richards is familiar to all. That, like our steam railway interests, its mission is but partly fulfilled and is bright with promise as a great developing factor of this region, goes wthout saying.

Progress Elsewhere

"As our progress elsewhere is necessarily linked with and of much importance in connection with our Yakima valley lines I will add that our present temporary Yakima-Spokane service via the old O. R. & N. line from Attalia will in due time be supplanted by a short through line via Ringold Bar and Connell, upon which some ten miles of grade has been completed northeastward from Benton and about 50 miles southwestward from Benton and about 50 miles southwestward from Spokane, leaving gaps of only about 70 miles, of which contracts for about 15 miles are now being let. Also that the 50 miles of completed grade just referred to forms a part of our new Spokane-Portland short line which connects with the old O. R. & N. Snake River line near Ayer, contracts for the remaining 40 miles of which have recently been let at an expense of about $4,000,000. For the benefit of our Walla Walla friends I will say that this will leave a gap of only 40 miles to complete a new short line from Spokane to Walla Walla, which, when covered, will reduce the distance between those cities by over 60 miles, and very greatly reduce the present heavy grades.

Growth to the Westward

"I have already taken too much of your time in this prosy recital to pursue the story into still other fields and other activities which are necessarily involved in a review of the enterprise as a whole. I know how deeply you are interested in what is to follow in your immediate vicinity and especially to the westward. All of these things, which are of such vital import to you, will, I am confident, come in good time. Having thus far made good, and being to a large degree held responsible for the investment of these millions of dollars which have contributed so greatly to your prosperity in recent years, I think you will agree that my efforts and influence will not relax and that together we must now see to it that there is fair treatment of and adequate return upon the great outlay when we can be assured everything we have hoped for and promised will be realized.

"It would be futile for me to attempt to recall even a small fraction of the absorbingly interesting and sometimes even dramatic incidents which have marked our progress in these enterprises up to date, or to fittingly express my appreciation of the loyal support we have received from our good Yakima Valley friends in many a trying hour. I hope and believe it will always be so, and that our shortcomings under these new and possibly graver responsibilities will be met by your patient and hearty cooperation in the future as in the past. We will try to lightly pass and forget our troubles, which have been legion, and dwell on the brighter spots. Yet will merely suggest to those who think our progress has been slow that probably no 100 miles of railroad has ever been built through an apparently easy country from a construction standpoint which has encountered a more infinity variety of obstacles calculated to embarrass and obstruct.

Relations With the Public

"This naturally leads to some reflections on our relations with the public. In endeavoring to faithfully discharge

(Continued on page six.)

The Stark Year Book
for 1911 Volume II

BIGGER, better, handsomer and even more practical than Volume I which came out a year ago. Fruit growers will find it to be indispensable in their orchard work—it will be sent to any one on receipt of 10 cents to cover mailing cost. The Stark Year Book is totally different from the average nurseryman's catalog. It is as beautiful as it is practical and its practical features have given it the value of a horticultural text book. Volume II contains 31 full page illustrations of fruit and flowers in natural colors, representing 165 varieties and covering apple, crab apple, quince, pear, peach, apricot, cherry, plum, grape, currant, raspberry, blackberry, mulberry, dewberry, clematis and roses. 88 pages are devoted to descriptions and records of varieties and to information on all subjects directly related to fruit growing such as planting and caring for an orchard, pruning, spraying, cultivation, cover crops, etc., etc.

The Stark Year Book is *the one* horticultural hand-book you cannot afford not to have. It is the one book you will look to most often for helpful, reliable suggestions and for safe guidance in your orchard work. The edition being very limited you would better send for your copy immediately—before the supply is exhausted.

25% Discount to Mail Order Buyers—Free Freight on $10 Orders—Free Boxing and Packing—Safe Arrival Guaranteed—Complete Satisfaction Assured

Those are five money-in-your-pocket reasons why your order should be for Stark Trees this spring. On these liberal terms you can now purchase Stark Trees at prices no higher than are demanded for stock of less merit or inferior quality. And Stark Trees have a record behind them—for 86 years they have pleased planters and won friends in every section of the country where trees are planted.

Stark Delicious

"It is a gem—the finest apple in all the world."—Luther Burbank.

Have *you* planted this wonderful apple? Or have you planted it only in a small way? In either case make a big order for it this spring—as an orchard owner you owe it to yourself to do so. Stark Delicious is the greatest profit-producer ever known in apple history; it is perfect in tree, past-perfection in fruit—it is everything an apple could be. The world's greatest horticulturists and orchardists have unhesitatingly given it first place among apples—it is *the one* variety that you should plant most largely.

We have prepared a new booklet "The Wonderful Apple Stark Delicious," that tells the whole story and gives the record of Delicious up to Jan. 1, 1911. This booklet also describes and illustrates a number of other specially good things in all classes of fruit. You will find it not only interesting but valuable. Sent free on request.

To Western Orchardists

Our stock is complete, the varieties the best of the best, the assortment as yet unbroken. We can fill your order, large or small, with the kind of stock you want, of the varieties you want and get it to you when you want it.

The success of your orchard depends upon the judgment you use in selecting varieties. Why not make doubly sure by planting Stark Trees and Stark special varieties—Delicious, King David, Black Ben, Stayman Winesap, Jonathan, Newtown, Rome Beauty, Spitzenburg, etc.? Our stock of these and all other western varieties is complete; also in peach, pear, cherry, plum, grape, small fruits, etc. And remember that every tree leaving our establishment is backed by the Stark reputation—the safest of all guarantees.

Every Stark Tree you buy, you will find to be as perfect as trees can be grown—the kind of trees that will surely please you and make you a highly profitable orchard.

Don't put off sending your order. Mail it in at once. Planting time is almost here and the demand is unusually heavy. You will profit by early ordering.

Whether or not you are ready to place your order, send for The Stark Year Book for 1911, (postage 10 cents) and "The Wonderful Apple Stark Delicious" (sent free). You will find much in these two books to interest you; they will help you to a better understanding of what trees should be and why Stark Trees are everything trees can be.

Before placing your spring order send for your copy of The Stark Year Book for 1911 (postage 10 cents) and "The Wonderful Apple Stark Delicious" (sent free). It is to your best interests that you do so.

Stark Bro's Nurseries & Orchards Co.
Louisiana, Missouri

(23)