TRIBUTE TO STRAHORN AS AN EMPIRE BUILDER

Hundreds of Leading People of the State Unite to Express Approval of His Acts

HIS RAILWAY BRINGS MUCH TO THIS VALLEY

Speakers at Banquet at the Commercial Hotel Laud Man Who Took the People Into His Confidence and Built Railway

The banquet at the Commercial hotel Wednesday evening closed the gala day in honor of Robert E. Strahorn and of welcome to the North Coast to North Yakima. Throughout the evening, every speaker paid some tribute to the man who had for five years fought and worked to make the North Coast a go and at its close those present rose en masse and gave him three cheers. When called on for a speech, the builder of the North Coast was hardly able to respond because of his emotions. Letters of regret were read from United States Senator Miles Poindexter, Governor Hay and Guy M. Talbot, president of the Pacific Power & Light company. Mayor Schott acted as toastmaster and sat at a small table at the end and beween the two rows of long tables spread for the guests in the new dining room of the Commercial hotel.

City Makes Good Deal

Mayor H. H. Schott, the toastmaster, called the meeting to order shortly before ten o'clock and in a short address welcomed those present to North Yakima. He said: "North Yakima today celebrates the greatest event of the city, which means much. The values of property have risen immensely. North Yakima is on the map, for every city in this country will know that the North Coast railroad has come to North Yakima. I say now that Mr. Strahorn ought to be congratulated on bringing into North Yakima the North Coast railroad. I was a member of the city council when Mr. Strahorn first took out his franchise in this town. Since then it lapsed several times, but now I am glad he has finally got in. North Yakima made the best deal it ever made when it secured the North Coast railroad. I thank Spokane and Walla Walla for their cooperation in this celebration, in making it successful

Views of a Pioneer

Fred Parker, who spoke as a pioneer, said: "When I came here 30 years ago. I was not able to come in a palace car nor any kind of a car, but by a lumbering stage by way of The Dalles. That was the way we got all our freight in these days. I came in 1883, and I'm glad I came. In 1884, the Northern Pacific reached Yakima City, but there was no such celebration as this, on the coming of the North Coast to this cty. Then we could have bought Nob hill, selling now for $3000 per acre for $2.00, but we had neither the price nor the nerve. We have waited long for this event—the coming of the North Coast railroad and the proper facilities for transportation now grown so enormous that it is no longer a one railroad proposition.

Strahorn Comes Into His Own

H. J. Snively, attorney for the North Coast railroad, was the next speaker. He said this was the day that Robert E. Strahorn comes into his own. The day we looked forward to has come to pass and we felicitate ourselves on the coming of the railroad. In justice to Mr. Strahorn I wish to say that I believe the people of North Yakima have not appreciated the gallant fight made by him to get this railroad through." Mr. Snively spoke of the attitude taken once by Vice President Levy of the Northern Pacific, who refused certain concessions to the North Coast because he did not believe it was a legitimate proposition, but a blackmailing scheme. "Later," said Mr. Snively, "Mr. Levy acknowledged that the North Coast was the finest railroad in the country and he was sorry he did not have a finger in the pie."

"I consider," said Mr. Snively, "that the conception and construction of the North Coast railroad is the greatest single act in the history of Washingon."

Strahorn and the N. P.

Introduced as the man who would tell how he helped the North Coast railroad come to North Yakima, Ira P. Englehart, attorney for the Northern Pacific, arose amid laughter and applause and said: "The Northern Pacific has been laboring 26 years in this valley so that Mr. Strahorn would be able to build his North Coast railroad, and has always taken much interest in its growth." (Cheers and laughter). "With Mr. Strahorn here we think it will enable us to do more business with the people of this city, and do it more pleasantly. In future years we shall always take great interest in the growth of the North Coast."

Welcome From Horticultural Union

W. N. Irish, president of the Horticultural Union, was introduced as the man who had more to do with the grower than with the railroad. He said in part: "The coming of this road to North Yakima means to us greater facilities for the greater distribution of fruit at better prices. The Horticulural Union, on behalf of its 400 members, extends the North Coast railroad a hearty welcome."

Spokane Merchants' Views

After extending the thanks of the Spokane delegation to the city of North Yakima for its courtesy to them and to Mr. Strahorn for the pleasures of the trip, Mr. T. Crane, a merchant of Spokane and a rancher of Wenatchee, gave those present some figures and facts to think of. He said: "In 20 years the present railroad facilities will not be ample to care for the immense crops that will be grown on the 100,000 acres in this valley bearing at the rate of a carload of 600 boxes to each acre. To ship this immense amount of fruit you will need 3000 feet of lumber to build boxes for each carload, or a total of 3,000,000 feet of lumber per annum; with 3,000,000 pounds of paper to wrap the apples in and five million pounds of nails for putting the boxes together. These figures might be alarming if eastern orchard conditions were normal but they are not."

"There are not one hundred acres of young apple trees, where there are thousands of acres of dead fruit trees and thousands of acres more dying. In the east there is no attempt made at spraying, New York trees have been bearing fruit for the past hundred years, the soil is depleted and the trees are full of pests. The orchards of the eastern states can never be renewed."

Strahorn Praises Assistants

Thanking those present for their overwhelming tribute, Mr. Strahorn said: "In all this something, somebody has been overlooked. While I have probably succeeded beyond what some men have done, I attribute it mostly to the loyalty, help and cooperation of the men I have been fortunate in being able to bring into the work." He paid a tribute to North Yakima, saying that very few communities of only 15,000 inhabitants would have been able to do what this city has done and could make such a showing as was made today. He thanked all for what had been done. In closing he said he did not think that an additional railroad in the valley would hurt the existing line and had always felt so and he believed that before the North Coast had gotten firmly organized that another railroad would be needed. This he said he was confident of.

This short talk, which was received with cheers ended the evening's speechmaking.

The following were the guests at the banquet:

H. C. Nutt, Henry Blakely, I. B. Richards, E. B. Follett, of Tacoma.

John M. Scott, P. J. Collins, Franklin Butler, E. M. Whittle, C. E. Kettenbach, H. F. Lounsbury, A. G. Reschke, Shad O. Krantz, William Bittle Wells, R. B. Miller, Wm. McMurray, A. C. Martin, of Portland.

Robert E. Strahorn, F. W. Hargrave, W. D. Vincent, M. M. Cook, O. M. Green, Herbert Witherspoon, A. W. Lindsay, R. W Evan, T. J. Gillespie, W. S. Norman, E. P. Spalding, Geo. A. Gray, R. L. Webster, Dr. A. S. Marshall, George M. Hofford, C. E. Woods, F. L. Pitman, George T. Crane, J. T. Andrus, C. L. Smith, W. M. Gleason, W. R. Skey, J. W. Hughes, John G. F. Heiber, F. W. Hilscher, of Spokane.

R. E. Allen, C. F. Vandewater, R Burns, J. C. Scott, F. A. Garrecht, L M. Brown, W. H. Kirkman, of Walla Walla.

J. L. DeForce, R. A. Devers, James M. Shannon, of Pasco.

W. H. Lovesey, of Salt Lake City.

Theo. LaBissioniere, Red Lake Falls, Minn.

Robert F. Prengel, Milwaukee, Wis. Wis.

F. B. Fuller, F. A. Williams, of Toppenish.

A. S. Hillyer, Clarence G. Ware, E. J. Jaeger, of Zillah.

E. T. Stone, M. E. Olsen, of Parker.

Wm. Guernsey, of Prosser.

E. M. Sly, W. M. Saxton, of Kennewick.

H. A. Davis of Minneapolis.

W. W. Butler and C. A. Barnds of Grandview.

Robert L. Conner of San Francisco.

Walter V. Woehlke of Santa Monica, Cal.

Dr. Roland Dwight Grant of Boston, Mass.

Ira P. Englehart, N. C. Richards, George Donald, C. C. Burdick, Fred Parker, W. L. Lemon, E. K. Sheldon, Frank Bartholet, J. S. Kloeber, A. C. Schroeder, A. O. Byrd, John W. Hill, Charles A. Marsh, C. L. Darling, Frank Horsley, J. C. Steensen, O. A. Fechter, M. R. Galloway, W. P. Romans, James O. Cull, M. S. Meeks, J. E. Shannon, Charles Heath, A. M. Dean, Robert Rundstrom, J. F. Okey, C. R. McKee, Dick Rist, R. Winson, Jr., Rolfe Whitnall, James Leslie, E. W. Burr, Jos. F. Barton, Harry L. Ansart, H. R. Kingman, Wm. H. Redman, A. B. Weed, J. Howard Wright, Thomas E. Grady, Fred Helton, Julius Brunter, S. Van Vliet, Wm. F. Iler, S. H. Dickinson, W. N. Irish, W. L. Wright, M. N. Richards, O. K. Conant, H. J. Doolittle, M. J. Wineman, John H. Weigel, W. A. Bell, H. F. Luhman, A. B. Fosseen, W. L. Lemon, J. L. Hughes, H. H. Schott, H. P. James, H. J. Snively, H. C. Lucas, Walter Arnold, George Arrowsmith, Floyd Hatfield, George C. Mitchell, W. O. Bradbury, C. L. Twohy, W. E. Coumbe, J. E. Banks, E. J. Wyman, D. C. Reed, J. M. Brown, Alexander Miller, Kenneth A. Knudson, A. B. Whitson, H. F. Crawford, Harry S. Sharpe, Sam C. Russell, Claude S. W. Wright, Theo G. Zwiesler, Frank X. Nagler, C. A. Warnstrom, E. Remy, J. J. Schlotfeldt, Alfred J. Helton, W. L. Steinweg, A. E. Larson, W. B. Newcomb, James Lancaster, W. C. Marion, L. O. Janeck, A. G. Kamm, W. K. Kutnewsky, Charles N. Hunt, A. H. Huebner, R. C. Sinclair, Albert Hall, H. C. Temple, H. B. Lancaster, H. M. Gilbert and Phil Ditter of North Yakima.

MAIL SERVICE OVER O. W. R. & N. RY.

Chief Clerk Lancaster Says Company Is Ready as Soon as Postoffice Gives the Word

Now that regular passenger service has gone into effect on the line of the O. W. R. & N. Co., the hamlets, towns and small cities between North Yakima and Attalia have occasion to rejoice. Next thing on the list will be the inauguration of a mail service. Chief Clerk H. Lancaster states that the matter has already been taken up with the division superintendent of the United States mail service, who resides at Seattle, and word in regard to it may be heard any day.

Owing to the character of the work to be done the pouch service will first be put on. At a later date, when the demands have grown so as to justify it, the regular postoffice service will be supplied.

Mr. Lancaster states that his company is able to handle the mail at a moment's notice, so that the only thing that delays the matter is the action of the postoffice department. Even at that, it is believed that it is only a matter of a very short time until the mail pouches will be flying thick and fast at the different stations along the line, to every one of which it is of great importance.

Postmaster W. L. Lemon said he knew nothing of the proposed new service, but of course was ready and willing to follow the instructions of the postoffice department regarding the matter when they had been brought to his attention through the proper channels.

CREDITORS ASK FOR RECEIVER FOR FIRM AT TOPPENISH, WASH.

In a petition filed in the superior court Monday, the appointment or a receiver for the Beehive company, of Toppenish, was asked by the Fleischner-Mayer company, of Portland, who ask judgment for $3450 alleged to be due on an unpaid account. It is also alleged in the complaint that the defendant is indebted to Lang & Co., of Portland, and the Shelby Shoe company of St. Louis, to the amount of more than $2000, and in addition they are said to be in arrears in the payment of their help. The case will be heard Thursday morning, when the request for injunction will be heard directing the company to preserve the property and assets.

YAKIMA TO FRONT AT BIG STOCK SHOW

Duncan Dunn Sells Huge Steer and Wright Company Purchases Prize Winning Lambs

The Pacific Northwest Livestock show, which closed in Portland last Wednesday, was a record breaker in regard to the prices obtained for some of the fat stock. Not only that, it is interesting to the stockmen of the Yakima valley from the fact that a number of local people were directly interested in the sales.

Fourth prize 2-year-old steer, fed by A. D. Dunn, Wapato, Wash., was bought by Union Meat company at $7 per hundred weight, 1720 pounds.

The Yakima Sheep company, composed of the Messrs. Wright, made a number of purchases, including the following: champion car lot yearling wethers, grand champion car lot lambs, second prize car lot lambs, third prize car lot lambs, fourth prize car lot lambs, fourth prize car lot ewes and a lot of champion wethers.

T. W. Coles sold his champion steer weighing 1550 pounds for 26 cents a pound, Mr. Constantine of Portland being the buyer.

BURIAL PLACE WILL BE MADE MOR ACCESSIBLE

By Extension of Street Car Line—Sightly Location With Shade Trees, Shrubs and Lawn, Make it a Beauty Spot

Lying on the edge of the south slope of Nob Hill, commanding a view of the Moxee, the upper and the lower gaps, and with the Ahtanum hills for near neighbors, Yakima's city of the Dead, presents wonderful possibilities as a beauty spot. When the proposed continuation of the great car line down the cemetery road, is completed and the side walk asked for by the Woman's Relief corps built, Tahoma will be more accessible.

Even under present conditions every Sunday sees numerous visitors. The extension of the water pipes to the cemetery, made last year, simplifies the problem of the upkeep of the place considerably. There are hydrants every few feet, making possible a green sweep of lawn and proving a convenience for those who wish to keep fresh flowers upon the graves of their dead.

Not only has the cemetery association spent a good bit of rendering the approaches more attractive, and in setting out more shade trees along the drives, but thousands of dollars are represented in the many fine monuments which have been erected within the past months. One of the most pretentious is that of Senator Walter J. Reed, a shaft of polished gray stone, inscribed on all for faces. On the front is his civil war record, and on the corresponding side of the back, under a camp fire emblem, verses from "The Bivouac of the Dead." Another side tells that he was a Yakima pioneer, and founder of Cle Elum, while the fourth face has a list of the important offices he has held, including register of the land office, post commander of the G. A. R. mayor and representative in the state assembly.

Many different kinds and many different sorts of granite are used, some very black, other stones being red and brown. The white marble of the older graves is no longer used.

The maple trees, of which there are a quantity, are budded and will soon be in leaf. There are a number of the inverted willows, lilacs, rose bushes and a few young cedars. There are one or two firs among the older trees. In so far as there are no mounds over the graves, Tahoma cemetery would meet with the approbation of the landscape architect, Howard E. Weed who was recently here. Mr. Weed, however, advocates the headstones also sunk into the ground, so that the sexton with his lawnmower can do better and quicker work in keeping the lot tidy. He would have a great deal more shrubbery planted, too, not only in individual lots, but grouped to give a park-line effect to the whole.

With more water available, it is likely that considerable landscape gardening will be done this year.

WILL RECLAIM 200,000 ACRES

Court Orders Drainage Ditch Dug in Northern Indiana

VALPARAISO, Ind., March 27—Special Judge Steis of South Bend today ordered the construction of the Burns ditch. The ditch will cost in the neighborhood of $800,000 and will reclaim 200,000 acres of land lying south of Gary and across the northern border of Porter county.

FRUIT TREES ARE WATCHED

Owners Who Fail to Spray for the Pests Will Find Themselves Against the Officials

WORK IS TO BE DONE AND COSTS CHARGED

Inspector Morrison, Having Finished With Inspection of Nursery Stock Is Looking for Delinquent Orchard Owners

Owners of fruit trees in this county who neglect the lime and sulphur spray for insect pests are to have a rude awakening this season. Their trees will be sprayed and they will pay the cost It does not matter at what time the authorities are able to reach them the trees will be sprayed just the same. This may be after the blossoms have disappeared and the fruit got so far along that the lime and sulphur will leave its marks. Owners of home orchards are the ones most likely to suffer and to be called upon to pay the official price for the work.

Big Growers Are Alert

Commercial orchardists as a rule are very alert in the application of the various sprays which protect the fruit from its enemies but it has been found in past years that those who own small tracts containing but a few trees have been negligent or indifferent. Some of these people have got an idea that if the blossom season arrives without lime and sulphur having been applied to their trees they are safe. Inspector T. O. Morrison is this year to look for people with such an idea. He already has a list of those who are indifferent to the general claims of the valley with regard to clean fruit and is getting out his notices. He has been very busy to date in the examination of incoming and outgoing nursery stock. This work is now about completed and he has time to attend to the other and vital phase of the situation.

ZILLAH GROWS THE FRUIT SHE SHOWS

Hustling Town on the O. W. R. & N. Sent Nearly 300 People to This City Wednesday

"Zillah Grows the Fruit She Shows" is the slogan of the hustling village down the line, and to Zillah must be given credit for progressiveness. She is the first city in Yakima county to take advantage of the offer recently made by the O. W. R. & N. company to advertise the country tapped by that railroad system, and of course the cities along the line will come in for a big share of the benefits. The company agrees to put up $5 for each $1 put up by the different cities to carry on this publicity work. Zillah was invited to raise $1200, and to show how earnest the citizens of that burg are in boosting things along, it may be stated that the amount was raised in twelve minutes. One hundred dollars per minute is traveling some. That added to the railroad company fund will make a total of $6000, the judicious expenditure of which will undoubtedly be of far reaching benefit

Made Splendid Turnout.

Another act of Zillah is appreciated by the residents of North Yakima. The attendance from that town Wednesday on the occasion of the big day, when this city was connected with the other cities of the valley, and with Portland, Pasco, Spokane, Walla Walla and the rest of the system, was 291 by actual count. This fact is given out by A. S. Hillyer, editor of the Free Press, and also city clerk. These things go to show that Zillah is on the map, and that she purposes to make herself so conspicuous that she will grow and flourish as the biblical green bay tree

THROUGH EXPRESS CHARGES ARE CUT

American Company's Figures Are Being Met—The Northern Has Announced Reduction

The advent of the O. W. R. & N. Co. and the American Express company has had the effect of cutting down the through express rate from New York and Chicago to North Yakima from 25 to 40 per cent. Heretofore the rate on a seven-pound package from Chicago to this city has been $1, while the rate on an eight-pound package has been $2.20. The rate of the American Express company for a package of the latter weight is $1.20. This reduction is made possible by the fact that through express for North Yakima is carried westward as far as Pendleton, Ore., without the cars being opened. Express is delivered here on the fifth day from New York.

The Northern Express company will reduce its rates, notice to that effect having already been filed with the Interstate Commerce commission.

The American Express company was established in 1841 and its lines cover 55,000 miles of road.

The American Express company has its office in the same building as the offices of the O. W. R. & N. Co. C. A. Gunn, recently from The Dalles, Ore., is in charge as agent

Worry is the mother of sick, nervous and troubled mentality; upsets the entire physical system. The body is a network of nerves. Hollister's Rocky Mountain Tea soothes and freshhens the entire system. Try it tonight. D. H. Fry.

VALLEY GIVES WELCOME TO HARRIMAN RAILWAY.

(Continued from page 3)

the important trust imposed upon my immediate associates and myself I hope and believe the public generally will say that our relations have been more that of cordial friends than that which usually prevails in the adjustment of the thousand and one perplexing problems often in apparent conflict with some private, corporate or governmental interest. While doing our full duty by our company we have diligently sought to leave no sore spots and treat others as we would wish to be treated. The interests we have represented have neither desired nor exacted anything else.

"It is a happy augury of your future business relations with this great corporation that my immediate staff and myself, who were in the final analysis arbiters in all these negotiations and adjustments, were your own neighbors business associates and sincere friends. I believe you will always find it a fixed principle with the Harriman system to get in the closest possible touch with the public and stay there.

The Harriman System

"Right here it is hard for me to resist (and I don't think you wish it) indulging in a little note of exultation on the really great thing that has been accomplished for the valleys and cities of the Yakima by linking them with such a vast, resourceful railway system, and at the same time by escuring for them the splendid local facilities afforded by these electric lines. It is in no spirit of disparagement of other railways which have served us so well and to whose fine spirit of amity and good will we are indebted for the presence of so many of th representatives tonight, that I joyously proclaim my firm conviction that no other railway system or combination of railway systems now existing could so completely round out your transportation facilities as what is popularly called the Harriman system. I will not attempt to give you an idea of the almost infinite ramifications of its many thousand miles o ftrack and its incomparable resources in equipment and connections which will enable you to most conveniently and expeditiously exchange business with the world, for we have with us tonight a large representation of its operating and traffic departments far better qualified to do it than I am.

"Enjoying, as I have, a fair measure of the confidence of those who control it, I feel safe in assuring you that in its acquisition you have secured a most powerful, aggressive and liberally managed friend and ally in the development of your every resource and interest."

FACTORY FIRE KILLS SCORES OF GIRLS

NEW YORK, March 25.—One hundred and forty-eight persons, nine-tenths of them girls from the east side were crushed to death on the pavements, smothered by smoke or burned to death this afternoon in the worst fire known in New York since the steamer Slocum burned to the waters edge off North Brother island in 1904. Nearly all if not all the victims were employed by the Triangle Waist company, Eighth, Ninth and Tenth floors of the ten story Loft building, 23 Washington Place, on the western fringe of the down town wholesale district. The partners of the firm Isaac Harris and Max Blanck escaped carrying with them over the adjoining roof Blanck's two young daughters and a governess. There was not an outside fire escape on the building. How the fire started may perhaps never be known. A corner of the eighth floor was the point of origin and only the three upper floors were swept.

YAKIMA PEACHES TO GO TO BRITISHERS

Railway Man Says That He Can Promise a Service of Twenty-Four Days to British Ports

Twenty-two days from the time peaches leave the orchards in eastern Washington, Oregon and northern Idaho until the fruit is placed on sale in London and Liverpool markets is the fast freight service promised for this season by Percy L. Sinclair, traveling representative of the Lackawanna lines, who has been spending a great deal of time in North Yakima. He says the transcontinental railroads and connecting lines already are preparing to handle the crop of the district, adding:

Yakima Peaches Good

"If we can assure the shippers of such a schedule, we also can show them that they are in a position to compete successfully with the producers of Spain and northern Africa in supplying the British market. Tests have proved that peaches grown in the Yakima valley, properly packed, can travel for 22 days and arrive in as good condition as the day they were placed into the box. Considering the fact that none of the orchards of Spain or Africa produces as high grade peaches as are grown in the Inland Empire, and that the fruit can be sold as cheaply in London as that from Africa, the opportunity for the northwestern horticulturist is apparent.

Opens New Markets

"The opening of the British markets will mean a great deal to the Inland Empire peachgrowers, and is bound to enlarge the possibilities of this line of fruit growing in the northwest. Last year many peaches of excellent quality went to waste simply from lack of a market which could be reached.

"The opening in the British market for Washington and Oregon apples also is splendid, although at this time of the year the Tasmanian apples are beginning to invade England. But here is a curious fact: I know a man in Washington who has now an order for 50,000 boxes of high grade apples to be sent to Australia, which also is shipping to England. The Tasmanian is not so good as the northwestern apple. The demand of the English market is largely for the five-tier apple, however."

NOT A CHANCE FOR THE GIRLS

Such Appears to Be the Evidence of Conditions Surrounding the New York Fire

DOORS SWUNG INWARD AND ESCAPES BLOCKED

Greater Number of the Employes Were Unable to Speak English Yet There Were No Yiddish or Italian Directions

NEW YORK, March 27.—Fixing the blame for the loss of 142 lives in the Washington Square fire Saturday drew to a focus the emergency forces of the district attorney's office, fire marshal and coroner, state labor department and Borough President McAnny of Manhattan. Dozens of investigators collected available information and grand jury men turned the personal probers in addition. The grand jury in formal resolution presented to the court of general sessions, offered their aid to the district attorney and declared some one should be prosecuted for the disaster.

Evidence Is Serious

The investigators found evidence that the doors at the exits swung inward, crumpled fire escapes in the air shaft, one fire escape blocked by the iron shutters when opened in the air shaft, an empty water tank on the roof and the practice prevalent among the cutters of lighting cigarettes a few minutes before quitting time. All of this and what is yet to be ferretted out, will be placed speedily before the grand jury.

Tenement Owners Tried

The tenement house department summoned the owners of half a dozen faulty structures to the police court as a preliminary step to a far reaching investigation of the tenements. One man was held for violating the law and other cases went over until tomorrow. Fire Marshal Beeres stated today that from his investigations it would have required three hours for the 700 girl employes to descend by one fire escape. There had never been a fire drill, nine-tenths of the employes cannot speak English and yet he found no signs in Yiddish or Italian pointing to the exits.

Blames a Cigarette

The fire marshal said he is convinced that a cigarette lit by a cutter and thrown into a heap of clippings started the fire.

Thirty-three of the bodies are still unidentified. Of these 133 were taken dead from the scene of the disaster and nine died in hospitals.

SMUDGE POTS READY FOR INSTANT USE

Fruit Growers Are Well Fortified Against Any Possible Damage From a Serious Frost

With a total of 26,000 smudge pots delivered to the farmers in the lower valley this year by the Granger Storage Co., making more than 70,000 now in use between Union Gap and Kennewick, there is little apprehension that Jack Frost will win very much of a victory if he should invade this territory the latter part of next month, says the Granger News. In the Kennewick country it is estimated that about 10,000 of these frost proof devices are in use.

There are many seasons when the fruit grower is never bothered with frost at all, but to be on the safe side they have supplied themselves with pots and oil to be ready for instant use when necessity demands. They have also supplied themselves with frost alarms, a delicate piece of mechanism, so arranged that it rings a bell in the house when the temperature reaches the danger point.

At the present time the Granger Storage Co., has tanks at Wapato, Toppenish, Granger, Grandview, Prosser and Sunnyside, with a total capacity of about 150,000 gallons of oil. This doesn't indicate that that much oil is used every season to insure a fruit crop, but it gives an idea of the amount that might be used in case of an imergency. Much of the oil in the tanks now is the supply left over from last season.

The last car of heaters arrived last Monday and are being delivered to the farmers this week.

WILLIAM II OF GERMANY AGAINST THE DRINK HABIT

Extract From His Recent Speech to the Naval Cadets at Murwick—Declares Against the Use of Liquor Because of Its Evil, Physical Moral Effects—Urges Cadets to Join the Temperance Societies

"I will give you in addition some advice upon a question which, in the interest of my nation, I have very much at heart, that of the alcohol evil and the drink habit.

"I know very well that the pleasure of drinking is an old heritage of the Germans, but we must, by self-discipline, deliver ourselves from that evil.

"I can assure you that in the course of my reign of twenty-two years, I have observed from experience that the greater part of the crimes which have been appealed to me for decision ought to be reported as the results of the alcohol evil.

"Formerly it used to be considered a very smart thing for youth to absorb a great quantity of alcohol, and I myself, as a young officer, had such examples before me but never imitated them. Those ideas belong to the Thirty Years War and no longer fit our times.

"Without speaking of the results of drink, which I do not need to describe, I will call your attention, specially, to one effect of intemperance which touches your future profession. As you will observe for yourself, in the course of your service on shipboard, naval service demands a height of effort which is hardly possible to surpass. It devolves on you to maintain a steady tension without cessation, to keep in condition to meet exigencies.

"The next war, the next naval battle, will demand from you sound nerves. Nerve power will decide the victory. Now, the nerves are ruined, damaged from youth by the use of alcohol.

"Later you will have opportunity to see the target ships and to study the action of modern projectiles upon vessels. You will have thus a picture of the conditions of battle. You will see frightful devastation. It is then that it is necessary to have sound nerves and a cool head. The nation which absorbs the least amount of alcohol will carry home the victory.

"And this is what you must do, gentlemen.

"You must give the example to the crew, for it is example which acts most potently upon men. I demand of you now in this naval school and, later ,among the battleships, that you watch yourselves and each other in this regard, and that you do not count alcoholic beverages as among your privileges.

"There are being founded in the navy, where they already exist, Good Templar lodges and sections of the Blue Cross. Many officers and some hundreds of men belong to them. I hope that you will do everything which you can to persuade the men to join. I do not need to call your attention to the example of the British navy where 20,000 officers and men already belong to these societies, to the very great benefit of the navy.

"This is a matter of great importance to our navy and to our people. If you will pay attention to the education of your men in the sound sense of abstinence from alcohol, I shall have sane and reasonable subjects.

"This is a question of great importance to our people, for these men, when their terms of service have expired, will carry back the idea to land.

"If you will champion these principles, my people will be great morally. This is a labor in which I pray you to co-operate.

KILL THE COUGH AND CURE THE LUNGS

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