# THE SUNDAY OREGONIAN, PORTLAND, OCTOBER 28, 1906.



DAYS ON TEXAS RANCH.

One of the Few Horses Who Won

More Than \$100,000 in

Purses.

Major Daingerfield, the winner of everal of the most notable races in his country, and one of the few horses

Aberdeen for San Francisco. SAN FRANCISCO, Oct. 27.-Sailed-

Hinchinbrook Island Station to Be Equipped With Flashing Light and Other Appliances.

Lieutenant-Colonel S. W. Roessler, of the United States Engineers, returned yesterday from Scalle, where he went with Comday from Scalls, where he went with Com-mander J. P. Werlich to confer with the Alaska pilots relative to the piscing of the lights and fog signals on Hinchin-brook lisland at the entrance to Frince William zound. The conference was held in the U. S. Engineers' office at Scattle and all the pilots who were in port at the time were in attendance. Those pres-mer in undeficient to Hundreart Coloral ent in addition to Licutenant-Colonel Roessier and Commander Werlich, were Captains Shugg, Knudson, Morse, Olsen and Lennan, and the suggestions pres-ented by the United States officials met with the unanimous approval of the navi-

RALOTS. 'The positious that had been tentatively selected by Commander Werlich and my-self." said Colonel Rocewier yesterday, "were unanimously adopted as being the most feasible as well as the most advantageous to navigation. Our recommenda-tions will be forwarded to the lighthouse board of approval, after which the work will be taken up in carnest. The lens of the lantern will have to be manufacturned in Germany, for there are no fac-tories in this country which turn out this class of work, and this part of the equipment will have to be ordered months in advance of the other material on account of the time necessary to secure delivery. The other portions of the work will be surchased or manufactured in America The board as well as the pilots favor a flashing light instead of a fixed light and this recommendation has also been ap-proved by Commander Werlich and my-

When asked about the sum of money authorized recently by the War Depart-ment for the purpose of maintaining and econstructing the tramway on the Co-numbia River jetty, Colonel Roessler dated that until the official notification of the authorization of this expenditure reaches him he could not make any official statement, except that the local engin-eers' office had made a request for the sum mentioned in order to keep the works at the mouth of the Columbia in repair mill the jetty work of next season is

Commander Werlich, and Captain Hughes Sobree will leave down on an inspection tour of the Thirteenth light-house district on Monday morning. The lighthouse tender Heather is being fitted with supplies for a lang cruise, for before she returns to Portland the vessel will carry. Commander Werlich to the Alaska points where light stations are minimization Captain Sobree is secretary of the United States Lighthouse Board and will inspect the stations along the Oregon and Washington Coast.

Union Longshoremen and Nonunion

or several minutes. The hartender telefor several minutes. The nartenaer tele-phoned to police headquarters for officers, and Captain Moore dispatched Patrolmen Goltz and Courtney, but all was quiet when they arrived, as the long run re-quired half an hour.

The police claim that, had there been a ub-station on the East Side, as is badly needed, officers could have been rushed to be scene in time to have made some arrests.

ACTIVITY ON UPPER RIVER Steamboats Now Have All the Busi-

ness They Can Handle.

Steamboating on the Upper Columbia River was never more lively than it is at the present time, according to Frank J. Smith, superintendent of the water Smith, superintendent of the water lines of the Open-River Transportation Company. Captain Smith calls atten-Company, Capitain Smith calls atten-tion to the fact that there have been no accidents of a serious character to any of the vessels of the Open-River fleet, which have been in continuous

fleet, which have been in continuous operation all Summer, the most danger-ous time of year, on the Upper River. In fact, the only accident recorded between Celilo and the Snake River was the sinking of the little gasoline boat Muta C. Hover, which has since been raised, and is now running again. The steamers Relief. Norma, W. R. Todd and Mountain Gem and the gaso-Todd and Mountain Gem, and the gaso-line boats Mata C. Hover and Island Queen, have operated szccessfully for several months, and have carried all freight offered.

reight offered. This is remarkable on account of the fact that no improvements whatever have been made by the Government, and the river is practically the same as it has been for many decades. Ac-cording to Captain Smith, all of these boats with two exceptions, have been operated by men not acquainted with the channels of the Upper River. Captain Smith also states that of the vessels being operated at present, only one is of the type which should be must in ency waters. This steamer is

vessels being operated at present, only one is of the type which should be used in such waters. This steamer is the Norma, which is used as supply boat for the contractors on the North out. Bank Road.

Bank Read. The Open-River Company is hand-ling all the freight its vessels can car-ty at present, and is bringing out many thousands of bushels of grain. For next season, the outlook is bright By that time the company expects to have several new steamboats in oper-

FOR GRAIN AND LUMBER.

Slocum, for Honolulu; steamer Ventura, for Sydney; barkentine Coronado, for Honolulu; steamer City of Panama, for Ancon; bark James Nesmith, for Port Townsend; steamer Arizona, for Seattle and Honolulu; ship Marien Chilcott, for Honolulu via Gaviota. Arrived-Schooner William Hsen, from Gray's Harbor. Victoria, Oct. 37.-Arrived-Bark Castor, British, from Iquique. Salled.-Steamer Strathillan, British, for United Kingdom. Tacoma, Oct. 37.-Arrived-Ship Olive Bank, British, from Hamburg. Slocum, for Honolulu; steamer Ventura, Bank, British, from Hamburg, Astoria, Oct. 27.-Arrived-Bark Bankurn, British, from Hamburg. MAJOR DAINGERFIELD TO END

His Faithful Old Briar **Played Him False** Milwaukee Man Poekets Lighted Pipe and Hunts in Vain for Fire, Which Finds Him First.

FIRE in the basement of his coat

Flathcad, a worthy citizen of Milwaukie, this country, and one of the few horses who won over \$100,000, has been sold by Mose Goldblatt to Sam H. Lazarus for \$5000. He is now at Churchill Downs, in Louisville, where he was thrown out of training two weeks ago, and will be shipped at once to the Texas turfman's ranch, where he will be at the head of the stud. Mr. Lazarus has had a covetous eye on Major Daingerfield for stud duty for some time and when he met Mose naiderable humiliation as well as some painful impressions. He came home early painful impressions. He came home early from his work. When he "knocked off," work he placed his fulthful old briar pipe, which also hid worked all day, in his coat-tail pocket, thinking it contained no fire. On reaching his home he remarked to his wife, "I smell something burning in this house. You must be more careful with fire, my dear, or we'll be burned out of home and home some of these days."

wife on her promise not to say anything about the incident. But facts will leak

### Company Denies Hazen's Claims.

A general dealal to the complaint in the suit of George W. Hazen against the United Railways Company was filed in the Circuit Court yesterday by the defend-ants, with the specific denial that there had ever existed any agreement by which defendants admitted that they were in-defendants admitted that they were in-defendants admitted that they were in-The complaint in the sum of acces The complaint in the suit alleges that Haren, as an attorney and real estate broker, was engaged by the railway com-pany to transact certain business; that he performed the work and expended money on the defendants' account, for all of



ties.

drew Miller and w. B. Leeds, al. Gold-blatt bought him at a surprisingly low price and has raced him principally in the west. For the past year or two he seemed to become more cunning than ever and while at times he seemed to cover and while at times he seemed to cover and while at times he seemed to cover and while the times he seemed to cover and while at times he seemed to cover and while the times he seemed to cover the times he times he seemed to cover the times he times he seemed to cover the times he times he

over and while at times he seemed to have his old speed there was no depend-ing on his performance. He sulked more and more, and even grew to dislike run-ning in the mud, which used to be "pie" for him. His last race was July 24, at Latonia, when he finished fourth in a five-horse race in which the contestants were only second-raters.

MANY NEW YACHTS PLANNED.

New York Racing Men Will Prepare

for Aquatic Sport.

There are various important plans for some time, and when he met Mose Goldblatt, he straightway began to talk business, with the result that the brewing in the East for yacht racing for next season. Most important was sale was effected at a figure which is generally regarded as remarkably low. the statement positively made by a senerally regarded as remarkably low. The horse is big, strong, black, well-bred, being by Handspring-Mon Droit, and there is every reason to believe he will be a successful sire. The exact amount won by Major Daingerfield is \$100.500, and practically all of it was won in the East. His most notable performances were in the Brooklyn Derby, The Tidal, the Annual Champion, the Parkway and the Long Island Handicap. Major Daingerfield in his racing days was what many horsemen call a "rogue." man in close touch with racing affairs that Frank M. Smith, owner of the Effort, would build a 99-foot schooner. It is stated that there will be two others built in the class, and that one of these will be for C. Oliver Iselin. It is prob-

will be for C. Oliver Iselin. It is prob-able that later there may be further accessions to the list, for the building fover is strong among those who fos-ter the racing of large yachts. It can also be stated that there is small probability of the 70-footers Rainbow and Yankee being put into commission. Harry L. Maxwell has de-clared that he will not race again un-less there are more than two boats in commission. There is little chance of Major Danger dead in his facing days was what many horsemen call a "rogue." He was cunning and tricky, and no trainer seemed to be able to get a line on his disposition. He had great speed and stability, and when he pleased could put up a fine exhibition of gameness. Often, commission. There is all the chance of either W. K. Vanderbilt, Jr., or W. Ross Proctor racing again, and the chances are that Yankee and Rainbow will not leave their berths. It is said that no matter whether there do or not Charley Forr will not however, at the very time when he was figured as a certain winner he would sulk and allow second and third-rate horses to

 The complexity of allowed provides the of allowed provides the of allowed provides the the stream of the which wh 'He was a horse with a sure-enough they do or not Charley Barr will not

to let any old thing beat him. He surely was a rogue, was the Major, but I see no reason why he shouldn't be a success in the stud." Major Daingerfield was bred near Lex-

Major Daingerfield was bred hear Lex-ington, and was named for Major Fox-hall Daingerfield, who is the manager of James R. Keene's Castelton farm. He was raced as a 2-year-old by Phil J. Dwyer, and was afterward sold to An-drew Miller and W. B. Leeds, Mr. Goldties. There will be no building between \$7 and \$3 feet, the most important devel-opment in these classes being the transfer of the 40-footer Mira by Charles Lane Poor to John T. Pirie, Mr.

There is considerable talk of organ-

chasers of the boat. There is considerable talk of organ-lzing a class to build 33-footers at the top of the class. With a 36 water-line boat these would afford the most at-tractive class possible for a moder-ate expense, but it is hardly likely that the class will be built next year. Next season will mark the passing of the famous New York 30-footers. This year there were 10 left in the class. The most active members of the class were W. Butler Duncan, Jr., George M. Pynchon and Stuyvesant Wainwright. All three have sold their boats, and others are for sale. The class will doubtless appear, but not as the well-organized, keenly contested racing proposition it has been. W. Butler Duncan, Jr., is mentioned ns a probable builder in both 57 and 33-foot classes. G. M. Pynchon has al-rendy taken up the 55-footer, and Stuy-vesont Wainwright is organizing en American Yacht Club class that will include a half-dozen or more keen yachtsmen. Dahinda is sold to W. Emlen Roosevelt, Cara Mia to Mra. Stone, and Neola II to Royal Dodge, Stone, and Neola II to Royal Dodge.

# Aged Nimrod Active.

Four score years of active life have not dampened the sportsman's enthusiasm of "Uncle George" Watson, of Bismarck, N. D., who was recently elected president of the North Dakota Sports-man's Association. For the last 25 years Mr. Watson has ranked as one of the most indefatigable hunters of the state. Previous to that time he chased game little and big, through Illinois, Ohio, Iowa, Minnesota and Pennsylvania, his career as a nimred beginning in the early '50s. He boasts that he is good for many more

years of the sport.

## Belmont Track Is Fast.

That the Belmont track is remarkably fast is again shown by the records broken at the present meeting, as follows: Ocat the present meeting, as follows: Oc-tober 8, 1 5-16 miles, 2:19 3-5, by Ironsides; October 15, 6% furiongs, 1:18 1-5, by Ox-ford; October 16, 7 furiongs, 1:22 by Rose-ben; on October 17, 6% furiongs, 1:17 1-5, by Voorhees; October 18, 6% furiongs, 1:16 3-5, by Lady Vera. Considering the claim in the East that this year's horses are herefy un to standard the showing are hardly up to standard the showing becomes the more notable. Probably eprinting feats may be due to straighter course. to the

CALL ON ME TODAY

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Portland, Or.

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