BIG MONEY IN TIMBER

Eastern Capitalists Have Invested Over $30,000,000.

OWN BEST LANDS IN OREGON

Since Eastern Stumpage Prices Have Gone Up Eastern Men Have Moved to Capture Control of Western Lumbering Industry.

Thirty millions of Eastern capital have been invested in the timber lands of Oregon and Washington within the last three years. This is the statement of a dealer in this city, and his story of the careful and complete exploitation of this country by men from Michigan and Wisconsin is as follows:

Within a very few years stumpage in Michigan and Wisconsin has risen from 25 and 50 cents a thousand to the present price of $10 for white pine. This has led men with investments there to reinvest their capital here on the Coast. This movement has been taking place for over three years, with the result that at this day the timber lands owned by Eastern lumbermen represent an outlay of over $30,000,000. For two years people generally were not affected by this buying because the purchases were made from railroad companies and from trustees of large blocks of land. It is only within the last year that these capitalists have gone actively into the business of picking up individual claims.

In this connection there arose a great abuse. A great deal of the best land on this Coast was got through the railroad companies by the use of forest reserve script. If any individual or corporation or railroad owned land, or a strip of land, in what was set aside as a forest reserve the Government allowed such owners to select lieu lands anywhere they could find it. As a consequence these corporations, especially the railroads, have been enabled to exchange practically worthless tracts for the richest lands on the Coast. There has not even been the necessity of having the land surveyed; the only formality was to file upon it at the land office. This land has been sold to Eastern mill men at a very cheap price, usually at about $5 an acre. It is estimated that fully half the money invested in timber land has gone in this way into the hands of the railroads through the enactments of Congress.

Following the larger individual dealers have come men in all lines of business buying through timber men as an investment. Among these have been coffee millers, dry goods wholesalers, corporations of every sort, and in fact everybody desiring an investment with large and sure returns. As a business it is now of tremendous proportions.

Present stumpage prices range from $1 a thousand for good white pine to 25 cents for ordinary fir, but a great and steady increase is looked upon as inevitable by all experts. Apart from the speculative side, which is now gaining great proportions, the main activity is in timber for shipment East. The mill owners of Michigan and Wisconsin are laying up reserves to call upon when their near supplies fail. To do this with the greatest ease many dealers are now engaged in what is called "bunching" for their Eastern patrons. This process consists in getting control of all blocks of land adjacent to some logging stream. In some places along the Columbia this bunching has been done so successfully that unbroken tracts are now in the hands of large firms. To complete these tracts large prices are offered to individual holders, as high as $50 an acre being refused in some cases by the fortunate possessors. The present market is supported mainly by the buyers who desire control of some one stream or locality.

In all this business the utmost secrecy has been observed by the interested parties. One man in this city, who buys for several large firms in the East, said he could give no information on the subject for publication, as his success depended on no one knowing what he was doing. But the constant influx of Eastern prospectors has gradually awakened the people of the state to the fact that before very long the entire control of the lumbering industry will have passed into the hands of the lumbermen of Michigan and Wisconsin. Inquiry brings to light the fact that at this time the most of the valuable lands of Oregon, Washington, and Northern California are in the hands of not over a score of firms whose headquarters are in the East.

IT MAY NEED AMENDMENT

Mr. Duniway Pursues His Criticism of the Charter.

PORTLAND, Aug. 18.—(To the Editor.)—Mr. Richard W. Montague has a remarkable letter in Sunday's Oregonian on "Let the Charter Stand," remarkable, in that he states and demonstrates that he has taken trouble enough to attempt to answer two criticisms on the proposed new charter, without first learning what the criticisms are! Therefore, he entirely misstates the two criticisms and answers his "man of straw" very nicely, because the points he answers have not been urged. Remarkable, in that he says it is much to be regretted that the points had not been raised while the Charter Board had still the opportunity to consider them, when the points were publicly raised before the Charter Board was even created! Also remarkable, in the statement that amendment of the proposed charter by the Legislature would be "fraught with such possibilities of mischief!"

The charter, if it ever becomes a law, must be passed by the Legislature. Must the Legislature pass it without knowing what the proposed charter is? without power to affect it in any way? The proposed charter must be introduced as a bill in the Legislature. A sentence or two can be left out of the bill to the great benefit of the city and the charter will not be opened to indiscriminate amendment by such a course. It is remarkable that there is such a demand from certain sources that even defects in this proposed charter cannot be corrected by the very framers of the charter themselves. How did this proposed charter become such a perfect and sacred document?

The city now has, and has had, an economical and effective charter for almost four years. Not a perfect charter, but a good workable charter. Is it to be thrown away? Time will demonstrate whether the change of charters is for the better or worse.

Gift to Tax-Buyers.

Let us consider what Mr. Montague says as to section 400 of the proposed charter: "This needs only to be understood, not defended. It simply enacts that the city shall not become the receiver of stolen goods," etc., says Mr. Montague. No one wants to corrupt the morals of the community, by advocating that the city sell horses or other property, put the money in the city treasury and rob the unsophisticated.

The criticism of section 400 of proposed charter is not what Mr. Montague states. He argues about the future sales to future buyers under the proposed charter. The criticism is that said section 400 provides a gift to the men who have for 10 years past been buying property for small sums at city sales and making the property owners pay enormous penalties, and who are and have been growing wealthy at the business.

Property owners only neglect to pay city improvement assessments and let property go to sale through oversight. The tax-title buyer buys the property and keeps still and lets the property owner pay taxes, make improvements, etc., until the time for redemption has expired; then he gets a deed from the chief of police and claims to own the property! If the proceedings are regular, the statute makes the tax-buyer the owner of the property. The property owner generally pays enormously to get his titled cleared. Many times the proceedings are so defective and the demands of the tax-buyers so outrageous that the tax-buyer has not gotten a title, and the property owners have appealed to the courts and have succeeded after large expense in setting aside the tax sale. Now, the new charter proposes to make the present property owners pay to the defeated tax-buyer for a period of 10 years past in these cases! Is it right for the tax-buyer to try to get the property owner's property for a trifle, not succeed, and now for the new charter to make the present property owner pay the tax-buyer where the proceedings are worthless? Let every property owner who has ever had any trouble over tax titles read the last two sentences of section 400 of the new charter, and see if he does not think the new charter ought to be amended? That section makes it the duty of the Common Council to make a re-assessment for the benefit of the defeated tax-buyer for 10 years past and against the successful property owner and his grantors.

The city does not owe the tax-purchaser anything.

Keenan vs. Portland Or., 544.

The money does not go to the city; it goes to the defeated tax-buyers! The money would be paid, in many cases, by the present owners of property, who did not own the property when defective proceedings were taken, and who bought the property since on the faith of the record that no liens were against the property and paid full value for it. The criticism is addressed to the retrospective operation of the act in favor of the tax-buyer. The city gets no advantage from this provision criticized.

It is remarkable that Mr. Montague, who has the pleasure of acting as attorney for at least one large tax-title buyer, should not see that the criticism was addressed against this gift to the tax-buyer.

Perpetual Franchises.

The criticism as to the latter part of section 106 of the proposed charter is that it makes irrevocable perpetual franchises of what are now mere revocable licenses. It has never been urged that the franchises are invalid, unless revoked by the city. It has only been claimed that the city can revoke franchises given without limit as to time, unless the Legislature takes the power away, as will be done by the latter part of section 106, or any similar statute.

I think it was not intended by the Charter Board—as a body—to make any franchises perpetual, but I contend that the charter as drafted would do so.

The question is, not what the Charter Board intends to do, but how the act of Legislature enacting a charter for the City of Portland reads. If any one corporation has a valid contract for a given right or franchise for a given time, it is beyond the power of the Legislature or Common Council to take away that contract or that franchise. The Constitution of Oregon and of the United States will not permit a valid contract for a given right or a franchise for a given time to be impaired.

Therefore, section 7 of the proposed charter, which provides that "all contracts of every description heretofore duly and legally made and entered into by the said City of Portland shall remain valid and be binding upon this municipality to the extent only that they are now valid and binding upon said City of Portland," is a mere meaningless sentence in the charter. The Legislature in the charter cannot impair vested rights, but it can create rights that did not exist before, and that is what the latter part of section 106 does. The Legislature can directly grant franchises in the City of Portland; or it can authorize the City of Portland as a municipal corporation to grant franchises within the city.

Heretofore, in many instances, the cities of East Portland, Albina and Portland, acting under authority delegated to them by the Legislature, have granted franchises in a very liberal manner. A large number of franchises were granted by said cities without any statement as to how long such franchises should run. The corporations claim that the franchises last perpetually, without time limit. I claim that they are revocable by the city at will and that they ought to be revoked by the city at once, and other franchises to run for 25 years given in their place. Grants by cities of franchises are strictly construed in favor of public and city against the grantees.

Important Question of Time.

Nothing passes by implication. Therefore as grants are silent as to time, the term can be determined by the city at its pleasure. These franchises were granted by the city in the exercise of a power delegated to the city by the Legislature and the city received no consideration for giving the license, or for continuing the license, and license runs for such length of time as the city continues the right and no longer.

These cities were never given the power by the Legislature to grant franchises in perpetuity, and therefore the city could not grant perpetual franchises. The Legislature can grant perpetual franchises without consideration. The same language used by the city in an ordinance granting a franchise revocable at will, if used by the Legislature in a statute granting a franchise, would make the franchise perpetual. The latter part of section 106 of proposed charter, would cause the Legislature blindly to adopt and enact into statutes of the State of Oregon every ordinance heretofore enacted by Albina, East Portland, or Portland, which granted a franchise or privilege which was of enough value to be used or enjoyed within six months after the new charter becomes a law. That is not a careful way to draw statutes. That is not a careful way to grant the gift of franchise or privileges.

A statute, giving a corporation organized so as to have a perpetual existence, its successors and assigns a right to put down and maintain a railroad, without any time limit expressed, is a valid franchise for all time. After the franchises are made irrevocable, no section of the new charter will aid the city. An ordinance, giving a corporation organized so as to have a perpetual existence its successors or assigns a right to put down and maintain a railroad, without any time limit expressed, is a revocable license, where the municipal corporation has not been expressly granted by the Legislature the right to give perpetual franchises. That statutes can adopt ordinances has been held by the courts and is the law.

These franchises are of great value, and enough have already been given away, without the new charter in a useless line and a half in section 106 giving away for all time the most valuable franchises the city has. These franchises have not been given away yet, and the way to keep them, is simply to keep them. If the last line and a half of section 106 is cut out, great good will be done the city; and a great gift of franchises will be made by leaving it in.

The friends of the new charter can cut it out without changing any other part of the charter. Will the friends of the corporation keep the words in the new charter? The City of Portland ought to have taken action to revoke these revocable franchises long ago; it ought to be done now. There is no need for delay, and delay is dangerous.

RALPH R. DUNIWAY.

Will Revise Cuban Army Lists.

HAVANA, Aug. 18.—President Palma has appointed General Gomez and General Rodriguez, formerly Mayor of Havana, a commission to revise the Cuban army lists. They have been given five months to perform this work.

TWO SHIPS CHARTERED

LARGO LAW FOR PORTLAND OR PUGET SOUND.

Carnavon Bay, at Puget Sound, Taken for South Africa—Freights Are Steadier.

The British ship Largo Law was reported yesterday as fixed for early loading at Portland or Puget Sound. Her rate of charter is understood to be close to that of the British ship Crown of Denmark, which last week was engaged at 26s 3d for United Kingdom, or 27s 6d for South Africa. The Largo Law sailed from Glasgow April 9 for Freemantle, Australia, where she arrived June 28. She is a vessel of 1587 net tons.

The British ship Carnavon Bay, now at Victoria, has been taken by Kerr, Gifford & Co. for spot loading on Puget Sound for a rate reported to be 25s 3d for South Africa. These charters indicate that the freight market is stiffer than it has been for some time. The engagement of the steamship Polamhall, at 27 shillings, for the United Kingdom further confirms the steadier tendency of freights.

The British ships Dimsdale and Euphrosyne are still on the free list in this port. The owners are firm in their stand for 27s 6d or thereabouts. In San Francisco grain freights continue much depressed, under a disengaged list of 22 vessels, aggregating over 43,000 tons. Last year at this time the aggregate was only 8500 tons.

IN A TYPHOON.

Alice A. Leigh Received Severe Treatment on Trip From Shanghai.

The British bark Alice A. Leigh, which arrived at Royal Roads Saturday from Shanghai, passed through a typhoon July 3, says the Victoria Colonist. Captain Davidson saw the storm approaching, and had everything made fast. At 8 P. M. the wind started, and soon afterward a downpour of rain followed. The wind, which had been blowing from a southerly direction, shifted to the northeast, and on the morning of the 4th the typhoon blew. The storm sails ribboned in no time, and the ship's spars suffered, several coming down and battering the deck, but injuring none of the crew. One of the falling spars stove in No. 2 hatch, and when the heavy contrary sea and fierce wind threw the vessel over almost on her beam, the hold was flooded, and mud ballast soaked. During the four hours in which the typhoon was at its height, on the morning of the 4th, the ship's rigging was much damaged, and the main royal mizzen topgallant mast and masthead and other of her upper works were either sent down or swung loose until they hung by a slim line. To make matters worse, the ballast, which had become soaked when the seas poured into No. 2 hatch, shifted and the vessel listed to an angle of 20 degrees. Seas were continually breaking over the vessel, washing everything moveable from her decks, and when the wind dropped at last, she was wallowing in a contrary sea, which caused her to labor very heavily. It was two days before anything could be done to trim the vessel and repair her damaged upper works, and it was 10 days before the vessel was sufficiently repaired aloft to be in good sailing trim.

RACE UP FROM ASTORIA.

Steamer Alliance Wins in Contest With Steamer Dispatch.

The steam schooners Alliance and Dispatch had an exciting race up the river from Astoria yesterday. They threw off sparks and clouds of smoke like two trans-Atlantic liners. When the Alliance whistled for the draw of the steel bridge to open she was about one mile ahead of the Dispatch. Both vessels were covered with cinders when they got in, especially the Dispatch, whose efforts to win were the more herculean.

The two schooners crossed the bar about the same time, the Dispatch by the north channel and the Alliance by the south. Both were from San Francisco. The Dispatch reached Astoria ahead, but the Alliance got away from that city first. She started up the river about 12:25 o'clock, and the Dispatch half an hour later. Captain Hardwick, of the Alliance, had not gone very far until he noticed that the Dispatch was trying to pick up on him. Then he put spurs to his vessel and the two steamers had it nip and tuck. Just to show what mettle was in the Alliance the captain crossed the bows of the Dispatch four or five times. His boat had a full cargo, and was low in the water. There were about 40 passengers aboard, and all were highly interested in the race. The Alliance whistled for the steel draw at 2:40 o'clock, having steamed up from Astoria in about 9 hours and 15 minutes. Both schooners are owned by the Gray Steamship Company.

TWO VESSELS ARRIVE.

British Ship Khyber and French Bark Cambronne.

The British ship Khyber arrived at Astoria yesterday, 50 days out from Hong Kong. She comes in ballast, and will be loaded with wheat and barley for the United Kingdom. She was chartered some time ago at 28 shillings. The vessel will be dispatched by the Portland Flouring Mills.

Another cargo ship, the French bark Cambronne, sailed into Astoria Sunday, 140 days out from Leith, Scotland, having left port March 30. She is loaded with fire bricks, fire clay and pig iron, consigned to Balfour, Guthrie & Co. Her charterers for outward cargo are Girvin & Eyre.

Another arrival off the Columbia was reported late yesterday afternoon, and the vessel will probably enter the river today. A number of ships are due, including the British ship Forrest Hall, 49 days out from Hong Kong, and the British bark Semantha, 127 days out from Hamburg. The British bark Cypromene is also due from Antwerp.

There is a large listed fleet en route to Portland, aggregating 120,843 net tons. This is a larger total than ever before at this time of the year. In 1901 the total was 104,286 tons, and in 1900 91,124 tons. Puget Sound's en route grain fleet has a total of 56,606 tons. In 1901 it aggregated 42,399 tons, and in 1900 40,750 tons.

ST. MIRREN REACHES PORT.

British Ship One Hundred and Fifty-One Days Out From Portland.

The British ship St. Mirren arrived at Queenstown yesterday from Portland. She was out 151 days from the Columbia River, having sailed March 20. Her cargo consists of 119,010 bushels of wheat, valued at $74,266, dispatched by Balfour, Guthrie & Co. Only three ships of the March fleet from Portland are still out—the French barks Bossuet and Versailles, and the British ship Queen Elizabeth. The Bossuet is headed for Cape Town, and the others for the United Kingdom.

WITHOUT A CREW.

Four-Masted Schooner Gets Into San Francisco Safely.

SAN FRANCISCO, Aug. 18.—The big four-masted schooner Novelty has reached port with 775,000 feet of lumber on board, but without a crew. The men struck at Willapa Harbor, Wash., and Captain Perry went to sea without them. He successfully navigated the vessel to this city with the aid of his wife, two mates and the cook.

Warship Amphion Badly Damaged.

H. M. S. Amphion will be in the drydock in the neighborhood of three months, as a result of her stranding at Wreck Bay, St. Charles Island, off the coast of Ecuador, on November 23, says the Victoria Colonist. It is expected that the cost of repairs will be abput $50,000, and it is probable that tenders will be called for the work necessary to repair the cruiser. As she lies on the blocks in the drydock, the hull of the steamer bears mute evidence of the stranding. Here and there along the port side of the steamer's bottom large dents are to be seen, and aft near the rudder post the iron has been crumpled up and some of the vessel's bottom carried away. One of the rolling chalks has also been carried away, and all told there is considerable apparent injury, even to the eye of the layman, and practical examination goes to show that many plates will have to be renewed, frames put in, and, all told, about three months' work. After the accident, when divers reported the serious injury, and the pumps were kept going to keep down the water, the steamer was temporarily repaired, and steamed with her pumps going continually to Tsehuhano, where cement was used freely, and the steamer repaired sufficiently to allow of her completing her cruise.

Peary's Toes Disabled.

NEW YORK, Aug. 18.—Captain Bernier, the French-Canadian explorer, who is now collecting funds for his dash to the North Pole by way of the Behring Sea, does not believe that Peary has reached the Pole, says a Halifax special to the Tribune. Captain Bernier has arrived at Sidney, having piloted George W. Childs Drexel's yacht down the St. Lawrence from Quebec, and when asked about Peary's chances of reaching the Pole, said:

"Why, he has no chance at all. How do you expect him to reach the Pole with seven toes disabled and without the doctor. But we must give him credit for what he has done; he deserves it. You will find, however, that he will admit on his return that it is impossible to reach the Nort Pole by that route."

Measurement of Reliable.

ASTORIA, Aug. 18.—(Special.)—The official measurement of the steamer Reliable being built by Richard Leathers, and the Astoria Iron Works for Captain A. W. Reed, of Aberdeen, has been completed by the customs authorities. Her dimensions are as follows: Length, 731 feet; beam, 174 feet; depth, 6 feet; tonnage, gross, 102; net, 69. She is equipped with a fore and aft compound marine engine with 9 and 18-inch cylinders, and 12-inch stroke. She has a Scotch marine boiler 6 feet in diameter and 10 feet long, and has a complete electric light plant and searchlight. She will be launched at high tide on Wednesday.

Antarctic Explorers Fast in the Ice.

ROME, Aug. 18.—The Buenos Ayres correspondent of the Secolo cables that further news has been received there of the Nordenskjold Antarctic expedition. The vessel is imprisoned in the ice and preparations had been commenced to proceed in dog sleds. The health of the members of the party was excellent.

The expedition is headed by Professor Otto Nordenskjold, newphew of Baron Nordenskjold, who died August 12, 1901. It sailed from Gottenburg, Sweden, on the steamer Antarctic, October 16, 1901. The first news of the expedition was received at Montevideo, Snow Hill, Louis Philippe Land.

Sinking of the Hazleton.

VANCOUVER, B. C., Aug. 18.—The steamer Tees, from Skeena River, brings details of the sinking of the steamer Hazleton. It appears that the Hazleton ran into a rock high up the river. A superficial examination was made, with the result that it was believed the steamer was in condition to proceed. Further down, while the Haaleton stopped to take on a wood cargo, she suddenly keeled over. Being swung around in the current, she struck some rocks and immediately sank. It is expected that she will be floated when the water subsides late this Fall.

Reaches Port Without a Crew.

SAN FRANCISCO, Aug. 18.—The big four-masted schooner Novelty has reached port with 775,000 feet of lumber on board, but without a crew. The men struck at Wallapa Harbor, Wash., and Captain Perry went to sea without them. He successfully navigated the vessel to this city with the aid of his wife, two mates and the cook.

Cruiser Nearly Goes Ashore.

ST. JOHN'S, N. F., Aug. 18.—The British first-class cruiser Ardine, flagship of Vice-Admiral Douglas, saved a large ocean steamer, supposed to be a Montreal liner, filled with passengers, from going ashore off Cape Race during a dense fog yesterday. The steamer was heading direct for the coast when the warship signaled her danger.

Schooner Transit in Port.

Schooner Transit sailed into the Columbia River yesterday from San Francisco. She made the voyage in 14 days. The vessel brings a cargo of 250 tons of pig iron consigned to the Frank Woolsey Company. The schooner will receive a return cargo of lumber for San Francisco.

Eskasonic's Cargo Finished.

British ship Eskasoni has finished a cargo of wheat and flour for South Africa. The cargo consists of 3,745 bushels of wheat, valued at $2,628, and 28,838 barrels of flour, valued at $86,505. The vessel is anchored in the stream and will start down the river in a few days.

Marine Notes.

Sounding of the river channel is carried on daily by the pilots. Yesterday Pilots Snow, Pease, Bailey, Pope, Patterson and Emken were engaged in the work.

The steamship Elba began loading cargo for South Africa at Greenwich dock yesterday. This afternoon she will move to Albina.

The steamship Geo. W. Elder arrived at Astoria last night from San Francisco.

The steamship Columbia arrived at San Francisco yesterday from Portland.

Domestic and Foreign Ports.

ASTORIA, Aug. 18.—Arrived—At 11 A. M., British ship Khyber, from Hong Kong; at 11:40 A. M., schooner Transit, from San Francisco.

Condition of the bar at 5 P. M.—Smooth; wind, northwest; weather, clear. Two ships outside at 5 P. M.

San Francisco, Aug. 18.—Arrived—At 2:30 A. M., steamer Columbia, from Portland.

Queenstown, Aug. 18.—Arrived—August 17, British ship St. Mirren, from Portland.

Plymouth, Aug. 18.—Arrived—Kaiser Wilhelm der Grosse, from New York.

New York, Aug. 18.—Arrived—Minnetonka, from London; Lahn, from Genoa and Naples; Kronland, from Antwerp.

Seattle, Wash., Aug. 18.—Sailed—August 17, steamer City of Puebla, for San Francisco; August 18, steamer Dolphin, for Skagway; steamer Jeanie, for Valdez; steamer Edith, for San Francisco. Arrived—August 17, steamer Farallon, from Skagway; steamer Oregon, from Nome; steamer Queen, from San Francisco.

Lizard, Aug. 18.—Passed—Friesland, New York for Antwerp.

Havre, Aug. 16.—Sailed—La Gascogne, for New York.

San Francisco, Aug. 18.—Arrived—Steamer Chehalis, from Gray's Harbor; steamer Columbia, from Portland; steamer Grace Dollar, from Gray's Harbor; steamer Arcata, from Coos Bay. Sailed—Steamer Wyefield, for Nanaimo.

Scilly, Aug. 18.—Passed—Potsdam, New York for Boulogne and Rotterdam.

Glasgow, Aug. 16.—Sailed—Carthagenian, for New York; Sicilian, for Montreal.

Liverpool, Aug. 16.—Sailed—Devonian, for Boston; Siberian, for Philadelphia.

Yokohama, Aug. 16.—Arrived, previously—Nippon Maru, from San Francisco. Sailed—Duke of Fife, from Hong Kong for Tacoma.

Lizard, Aug. 18.—Passed—Potsdam, New York for Boulogne, Sur Mer and Rotterdam.

Scilly, Aug. 18.—Passed—Mesaba, New York for London.

Cherbourg, Aug. 18.—Arrived—Kaiser Wilhelm der Grosse, New York via Plymouth for Bremen, and proceeded. Sailed—August 17, Friderich der Grosse, from Bremen for New York.

Yokohama, Aug. 18.—Sailed—Empress of China, from Hong Kong, Shanghai and Kobe for Victoria and Vancouver, B. C.

CIRCUS POSTERS MAY STAY

Storekeepers Can Put Them on Their Property, Says R. R. Duniway.

PORTLAND, Aug. 18.—(To the Editor.)—I see by The Oregonian that the police are ordering storekeepers and other property-owners to remove circus posters from their windows. I wonder how the police get any such power. Does not an owner of property have a right to make a lawful use of his own property in Portland? If a storekeeper wants to put up posters, which are not obscene, in his windows, advertising a circus, in order to get tickets to the circus, I do not see where the police have any power to prevent it. Let us remember that we live in Oregon, not in Russia. RALPH R. DUNIWAY.

NOW IS THE TIME

To go East. Greatly reduced excursion rates in connection with the Rio Grande lines.

Superb service.
Magnificent scenery.
Choice of routes.
Call at the ticker office, 124 Third street.

Many persons keep Carter's Little Liver Pills on hand to prevent bilious attacks, sick headache, dizziness, and find them just what they need.

St. Louis

A·B·C

BEERS

The Highest Priced but the Best Quality.

Order from

Fleckenstein-Mayer Co.

CATARRH

The treatment of Catarrh with antiseptic and astringent washes, lotions, salves, medicated tobacco and cigarettes or any external or local application, is just as senseless as would be kindling a fire on top of the pot to make it boil. True, these give temporary relief, but the cavities and passages of the head and the bronchial tubes soon fill up again with mucus.

Taking cold is the first step towards Catarrh, for it checks perspiration, and the poisonous acids and vapors which should pass off through the skin, are thrown back upon the mucous membrane or inner skin, producing inflammation and excessive flow of mucus, much of which is absorbed into the blood, and through the circulation reaches every part of the system, involving the Stomach, Kidneys and other parts of the body. When the disease assumes the dry form, the breath becomes exceedingly foul, blinding headaches are frequent, the eyes red, hearing affected and a constant ringing in the ears. No remedy that does not reach the polluted blood can cure Catarrh. S. S. S. expels from the circulation all offensive matter, and when rich, pure blood is again coursing through the body the mucous membranes become healthy and the skin active, all the disagreeable, painful symptoms disappear, and a permanent, thorough cure is effected.

SSS

S. S. S. being a strictly vegetable blood purifier does not derange the Stomach and digestion, but the appetite and general health rapidly improve under its tonic effects. Write us about your case and get the best medical advice free. Book on blood and skin diseases sent on application.

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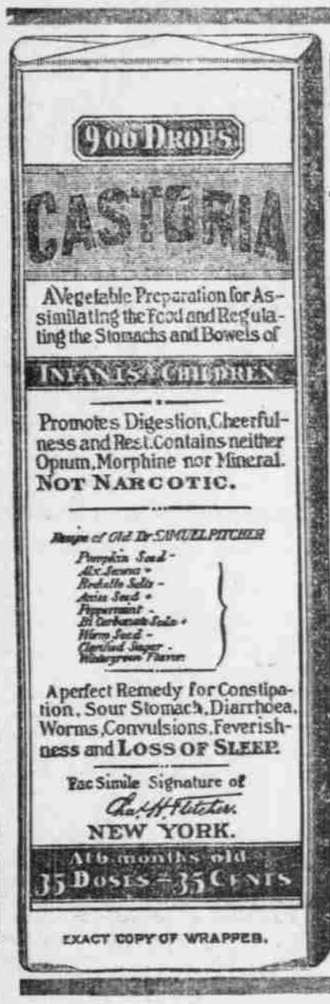

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The Kind You Have Always Bought

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In Use For Over Thirty Years

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FREE MAGNO APPLIANCE

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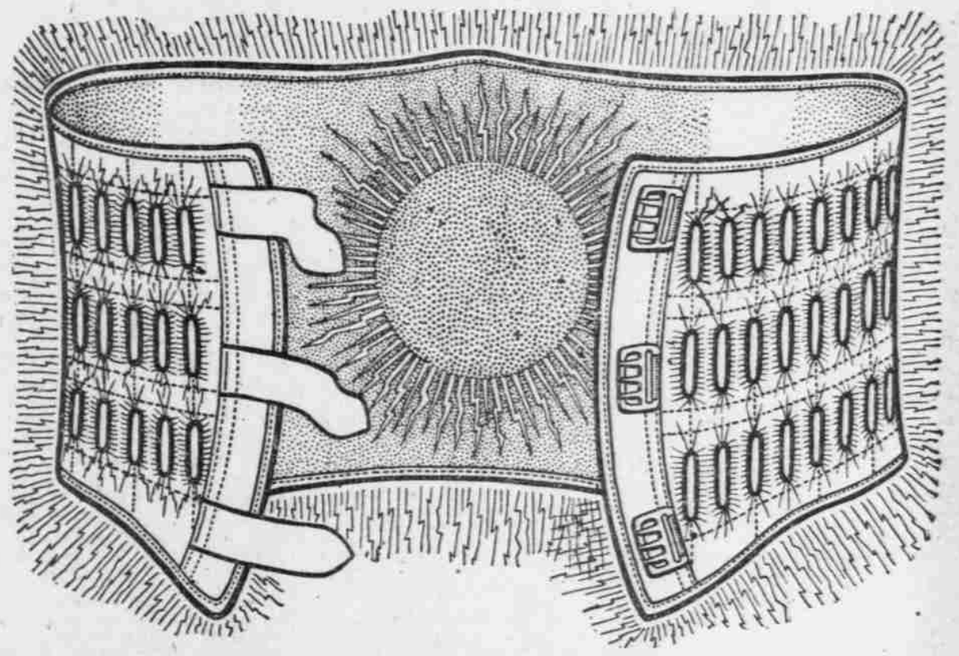
Nature's Remedy—A New and Successful Treatment for Weak Men—Young Men, Middle-Aged Men, Old Men

If You Really Want to Be Cured, Now Is Your Opportunity.



Stored Electricity. Always Charged, Ready for Use.

No burning—no blistering—no skin poisoning—no charging the batteries with dangerous acids. A dry, soothing current applied direct to the nerve centers controlling the nervous system. Even the very worst cases find a cure under our wonderful MAGNO-MEDICINAL TREATMENT. All diseases that affect the nervous system or caused by impurity of the blood, are speedily and permanently cured.

For the purpose of popularizing my wonderful MAGNO-ELECTRO treatment, I am going to send to each sufferer who writes to me at once my NEW MAGNO APPLIANCE absolutely without any cost. FREE AS THE AIR YOU BREATHE. All I ask in return is that you recommend my appliance to your friends and neighbors when you are cured.

Are you a strong, vigorous, manly man? If not, write for my ELECTRO-MAGNO APPLIANCE to-day. Send your name and full particulars of your case. It matters not what you have tried, how many belts you have worn without relief, my new method will cure you.

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