TO PAVE WITH BRICK

wenty-third Street Is Now to Be Improved.

reet Signs and Numbers to Be Provided-One Ordinance Receives No Votes-Much Business

The Common Council yesterday aftera declared its intention to pave Twen--third street with vitrified brick, on conete foundation, between Waskington reet and Nicolal avenue, a distance of The City Engineer was incted to prepare an ordinance to prode for street signs and for the renumering of the streets, in accordance with recommendation submitted by the Lewis Clark Civic Improvement Associa-A score of ordinances were passed, ong them one to reduce the license for tockyards from \$75 to \$15 per quarter; nother to make the license for vehicles if for the first animal and \$5 for each dditional animal; another authorizing and directing the Treasurer to take up and cancel improvement bonds to the unt of \$15,500; another authorizing and recting the Treasurer to negotiate for e sale of \$50,000 improvement bonds; anher deciaring it to be unlawful to dig improved streets without a permit om the City Engineer, providing for isom the City Engineer, providing for is-sing permits for sidewalk construction and containing specifications for such inflowements; and another providing pen-tic up to \$300 fine and 90 days in jail or interfering with danger notices or interfering with danger notices or give warning of unsafe streets or side-

one ordinance, introduced by Councilan Sigler, enjoys the distinction of hav-g received not one affirmative, vote. It as to give Albert G. Smith the right to ect and maintain stone bloycle stands ith advertising matter upon them. The dinance was laboriously carried through I the formalities and no objection was used against it. The president of the ewis and Clark Civic Improvement Ascintion was in the Council chamber, but a held his peace. This seemed odd, in the council the activity that had been above. ew of the activity that had been shown the line of clearing the sidewalks of ich structures, but the explanation came it in the vote. Every Councilman voted rainst it, except Merrill, who was exand Sherrett, who was absent. ven Sigler, whose name came next to to last on the list, voted against his own In asking to be excused from ting, Merrill said he was not opposed to e gione stands, but he was opposed to e advertising asked for.

An amendment to the present ordinance, require rolling of gravel or macadam reet improvements by the city instead by the contractors, was referred to the ttee on streets.

Benefit to Fire Sufferers.

Ex-Councilman George L. Barry, Actor of Manager Calvin Heilig, Actor and Manager Calvin Heilig, Actor and Neill and himself, asked the Councilment of take charge to appoint a committee to take charge z benefit entertainment to be given for e relief of sufferers from the recent rest fires and the disbursement of the d thus to be raised. He said every-y connected with the movement would dy connected with the movement would ve his services free of charge. The city thorities were asked to take an inter-t, in disposing of the tickets, it being simated that \$2000 could be added to the def fund through this means. The

o to the fire sufferers.

Mayor Williams said be had received tickets, and had turned them over to e Police Department with the request at each patroiman be directed to sell many as possible to people on his beat, ne Mayor thought the price of a ticket, ne Mayor thought the price of a ticket, little enough for any business man to utribute for this purpose. He admitd that he had had some doubt as to the st method of getting this relief to the oper persons, and he was glid applican had been made to the Council to he oper persons. charge of that feature of the mat-He did not require a motion to auorize him to act in such a case, and at ce appointed a committee consisting of unclinear Flearl, Zimmerman and Rum-in to take official charge of raising the

omen Protest Against Street Abuse Mrs. Henry Much and three other omen who own property on Union avee, between East Burnside and East Anstreets, appeared to make coin-t against the use of their street for freight depot by the Merchants' Exeas Company, operating on the trolley e to Vancouver. Mrs. Much was grantthe courtesy of the Council and stated case in a businessiike manner. d the company uses the front of their operty for a freight depot, loading and loading cars there at all times of the y, blocking the street and creating a eral nuisance. She said she called on esident Paxton and Superintendent lier and asked them to see that the noyance was stopped, and that they d agreed that it should end. That was ee or four months ago, and absolute; thing had been done since then toward

oving the nulsance, uncilman Fiegel added to the protest ainst the Portland Railway Company, complaint lying more particularly not the Washington-street line, sich hauls slabwood through the streets ring the busy hours of the day, contuting, in his opinion, a public nuisance.
was of the opinion that a resolution ght to be adopted requiring the praces complained of to cease. The use an East Side street for a gravel-rd he also objected to.

ncliman Rumelin asked if the woodiling was for the company's own use or hire. Flegel replied that the wood hauled for the Banfield-Veyzey Comny, and that no matter whose it was hauling ought to be restricted to the urs between midnight and 6 A. M. an Sigier spoke of the questhat had arisen before as to what ding and unloading cars. So long as freight cars should be permitted to on the streets he thought it might difficult to make them get off the recalled that the old Council had the street for contracts, but it was the the understanding that the street did be cleared up every day. He had rved that the privilege had been sed and he was in favor of stopping erved that the also thought that the wood ould be hauled through the streets, if all, at times when it would be neither

gerous nor an eyesore. uncliman Rumelin said the street-lines, with the possible exception of Oregon City line, had no right to the streets for freight purposes; that was only by grace of the Council that use was made of the public streets; he thought there would be prompt fance with any request or direction Council might make as to the use of He thought the Council justified

cate property-owners.
ouncilman Bentley's motion to refer
whole matter to a special committee

ditions complained of carried, and the Mayor appointed Bentley, Albee and Sharkey as such committee,

Ordinances. An ordinance reported from the street

An ordinance reported from the street committee, appropriating \$560 for the City Engineer's department passed.

An ordinance appropriating \$102 for the extension of Hooker street passed.

An ordinance declaring the proportionate coat of the sewer in Grand avenue to be \$338 passed, and that sum was appriated from the general fund for the sewer. The same action was taken with sewer. The same action was taken with reference to the sewer in East Pine street, \$480; and the sewer in East Main street, \$3200 65.

Ordinances providing for the time and manner of improving Vancouver avenue; East Main street, from Thirty-third to Twenty-fourth street; Marguerite avenue, from Division street to Hawthorne avenue, and Sixth street, from Irving to Taylor street, with cement walks, passed An ordinance from the street. An ordinance from the street commit-tee amending certain sections of ordi-nance 2033, reggrding permits for the street and sidewalk repairs, was passed. An ordinance amending sections 12 and 12 of ordinance 2033 was referred to the street committee.

street committee.
An ordinance amending ordinances 12861, 12862 and 12887) regarding cement

sidewalks, passed.

An ordinance changing the grade of certain streets in Holladay's Addition,

Resolutions.

Resolutions were adopted to improve East Taylor street, from Water to Union avenue, East Nineteenth street, from Tillamook to Halsey; Thurman street, from Fourteenth to Rugby, Willamette Heights; Failing street, from Mississippi to Maryland; Twentieth street, from Savier to Sherlock avenue; East Harrison street, from Third to Twelfth; East Thirteenth street.

Resolutions were adopted directing the City Engineer to prepare estimates for the improvement of Kearney street, from Tenth to Fourteenth: Johnson street, from Tenth to Fourteenth: Eleventh street, from Everett to Northrup; Twenty-third street, from Washington to Viceland etreet, from Washington to Nicolai ave-nue; Lovejoy street, from Tenth to Twentleth.

A resolution that the city pay for the new pavement on Seventh street in front of the United States Custom-House was adopted.

A resolution rescinding the resolution adopted directing the City Engineer to make estimates for the improvement of East Taylor street, as improvements are already in progress in that street, was adopted.

A revolution directing the City Engineer to surve East Taylor street was adopted. A resolution to appoint viewers for the opening of Kelly street was adopted,

Reports. The report of the water committee for the quarter ending June 30 was received and placed on file.

A report from the City Engineer concerring the proposed widening, improving and extending of Vancouver avenue was referred to the street committee, as was also a report concerning the extension of

Petitions and Remonstrances.

A petition from the Civic Improvement ciation returned from the street committee, asking that the house numbers in the City of Portland be changed, and that street signs be erected, was referred to the City Engineer for an ordinance to be

A petition of J. M. Parke asking for the improvement of the county road in the City Homestead was granted.

A remonstrance of G. S. Spaulding against the improvement of Davis street was referred to the street committed

was referred to the street committee.

Petitions as follows were granted: From
L. H. Bolze, asking for the improvement
of East a cirteenth street; from others
requesting that Umstilla avenue, from
Eleventh to Nineteenth street, Sellwood,
be improved; to construct a sewer in
Water street; to improve Peninsular avenue from adjumble boule and to Pippin
street, with sidewalks. street, with sidewalks.

The petition of S. L. Lyle to improve

East Taylor street was placed on file.

A petition of J. S. Skelton, to improve Peninsular avenue was refused.

A petition from Wells, Fargo & Co. to exempt certain property from the cement sidewalk ordinances was referred to the

part of money paid for a liquor license be refunded was referred to the license

committee A petition of J. McConnelly asking for permission to erect a sign accorderation specifications was granted.

WHEN TOHOLD STATE FAIRS

John Minto Argues Against Celebrations in the Crop Senson.

SALEM, Or., Sept 17 .- (To the Editor.) ermit me the use of the columns of The Oregonian to protest against the needle injury done the industrial interests of this state by the ill-considered effects of making the first of September a public hollday as Labor day, by making the first half of the month an unholy show of the callousness and indifference to the pro-ductive interest of the state by those who planned and carried out the recent Elk Carnival, and last, but far from least, the Ill-judged selection of the time for holding the Oregon State Fair.
Labor day was ill chosen because it

called for a celebration of labor when the grain and hay harvest was demanding all the labor it could secure. The same rea-sons, in a greater degree, apply to the ill-chosen time for the Elks' Carnival. In the judgment of the writer, the whole costs and diebursement of that buffconery multiplied by 10 would not cover the in-jury it has done to the general industries of this and the neighboring states.

The effect of holding the State Fair in the middle of the hop harvest is more local in its effects, because the hop crop is mainly a Williamette Valley interest; but the injury affects seriously what is the most certain cash crop of any, and year of highest quality of product and comparatively high price. This makes
the suspension of pickers to attend the
State Fair both annoying and costly to
those who have the harvest on their This is written by a well-wisher of State Fairs, who has had many years of experience in their management, and who knows that the most successful fairs ever held in Oregon were held between the 1st and 12th of October, and that is as early as anything like a full exhibition Oregon products-fruits especially-can be secured.

Indorwing the tenor of your today's editorial on "State Fairs Old and New," and the fact that the opening of the present fair beats the record of the past, this I believe proves two facts—first, the presence of many new people, and a great in-crease of those in Western Oregon not connected with harvesting the crops; sec-ond, the increased attention to meat and dairy production in Western Oregon.

The columns of The Oregonian of 42 years ago will show able editorials advising farmers to enlarge their wheat fields and put us into connection with the Eu-ropean markets. Now its tenor as to Western Oregon's increased meat produc-tion shows that it has given wise counsel both times. This is written to indicate that from 58 years' experience of Oregon climate, I would rather attend a State Fair in October, with rain, than in mid-September, in heat and dust. J. MINTO.

A VICTIM TO CUPID.

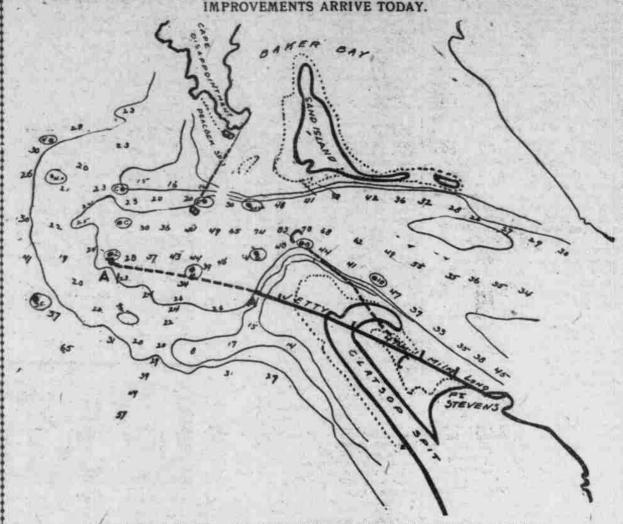
Natural Consequences of Having Perfect Health and Vitality.

No man can enjoy life who has not the vigor and vitality which "Cupidene" is sold those who use it. "Cupidene" is sold those who use it. "Cupidene" is sold at 8. G. Skidmore & Co.'s, Portland, Or. "Cupidene whole matter to a special committee investigate and report upon the consequences of Having Perfect Health and Vitality.

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GOVERNMENT ENGINEERS WHO WILL DETERMINE UPON COLUMBIA RIVER



MAP SHOWING NATURE OF PROPOSED JETTY EXTENSIONS AT RIVER'S MOUTH.

The Government engineers who will inspect the Columbia River and determine upon the improvements for the bar and Celilo Folls, will arrive in Portland this morning from California. There will be two boards of engineers. One will investigate the

needs of navigation on the bar, and the other will look into the problem presented above the dalles.

The board which will investigate the bar will meet this morning at Captain W. C. Langfitt's office. It is composed of Major William L. Marshall, of New York; Captain Edward Burr, instructor in the Engineering College at Washington; Captain J. C. Sanford, in charge of Government works at Charleston, S. C.; Captain Cassius E. Gillette, in charge at Savannah, and Captain Crarles H. McKinstry, instructor in the Engineering College at Washington.

The other board is composed of Lieutenant-Colonel William H. Heur, division engineer at San Francisco; Major William L.

Marshall, Captain Edward Burr, stationed at Washington Barracks; Captain Castins E. Gillette and Captain Charles H. Mc The Chamber of Commerce has appointed a special committee to receive the gentlemen on their arrival. It consists of S. M.

Mears, president of the chamber; George Taylor, chairman of the navigation committee, and Charles F. Beebe, chairman of the entertainment committee. After the engineers have had their meeting at 11 o'clock in Captain Languitt's office they will be the guests of the Chamber of Commerce at the Arlington Club at lunch.

It is impossible to forecast the doings of the engineers. The bar board will doubtiess make a personal inspection of the mouth of the Columbia River, and will probably do so at once. They will determine whether to extend the jetty, according present plans, or to strach a spur to it on the northern side, so as to make narrower the mouth of the river; or to build a etty from Cape Disappointment. Celllo board will weigh the respective merits of the boat railway and canal projects.

The commercial interests of Portland are fully alive to the urgency of the situation on the bar. A minimum depth of only feet in the bar channels has aroused citizens to a full realization of the menace that confronts the shipping of this port. "If there is only 20 feet at one place is the channels, at zero tide," said a citizen yesterday, "that means just 20 feet, and no more, for a channel is no deeper than its shallowest part." A number of shipping men were interviewed yesterday as to their opinion about what should be done to remedy the sit-tion. "What to do is all a matter of guesswork with us," they said, "and we prefer to leave the question with the engi-

ncers. They are the men to saive the riddle." The Chamber of Commerce will urge upon the Government engineers the extreme seriousness of the Columbia har. Its nav igation committee has made close examination of the situation, and at Tuesday's meeting of the trustees submitted a report

which was unanimously adopted. The report is as follows:
"It is found that there are 21 feet of water for nearly a mile wide in the channel, which, consequently, at neap tides only allows some 28 or 29 feet of water on the bar. This is a most serious condition of water, and the committee regret to say that

The board of engineers is to meet here on Thursday, September 18, for the purpose of deciding what, if any, modifications are to be made in the present plan of jetty work at the mouth of the Columbia River, but owing to the inteness of the time when the river and harbor bill was passed and the money made available we fear it will not be possible for the United States engineers to make any material difference before next Summer.

'The committee would respectfully suggest that the matter be brought to the attention of Captain Langfitt for presentation to the board of engineers, as showing the necessity for the earliest possible improvement of the mouth of the river, by jetty works or by dredging, as the board may decide to be to the best advantage.

"The committee respectfully suggests to the board of trustees that some stiention be shown to the two boards of engineers (on the mouth of the Columbia and improvement at the dallow), and also that these sentiemen be requested to meet the trustees to discuss these matters during their stay here. The committee also suggests that the board of trustees offer their services to Captain Langfitt, if they can assist him in any way, to facilitate the work of the board of engineers."

GREAT INTEREST IN PLANS OF THE O. R. & N. CO.

Shippers Are in the Dark - Other Companies May Invade the Field -The Lumber Fleet.

There is the greatest interest in shipping circles as to what the O. R. & N. Co. proposes to do with its line of steamers between Portland and San Francisco. The announcement that it "contemplates" withdrawing the boats is not taken sertously by many people who are posted in the coastwise carrying trade, and in the absence of a definite statement as to the ompany's intentions it is believed by many that the move is merely in the line of inducing merchants to patronize it more freely. Others look upon it as preliminary to some other arrangement by susiness between the two ports, and there are some who believe the threat is a club held over the striking engineers who have

tied up the company's river boats.

There is no doubt that if the Columbia and Elder are permanently laid off the run, and no other provision is made by the O. R. & N. for handling its ocean business, a crowd of small steam schooners owned by independent concerns will in-vade the field. There are any number of vade the heid. Incre are any number of these coasters available at ports between San Diego and Puget Sound, and the business, for small and cheaply operated craft, is considered profitable. Many of these small steamers would be gind to bring freight here, taking down lumber or part lumber carroom. lumber cargoes. Furthermore, there is a good movement southward of such traf-fic as the railroad cannot well handle. especially produce. Considerable Fall shipments of wheat may be expected Considerable Fall oon. While this business does not reach soon. While this business does not reach the proportions it did a few years ago, when the grain freight differential favored San Francisco, yet there is always a good demand in California for certain grades of Oregon wheat and flour. In addition, there is a good movement of barley southward, owing to the shortage in the California crop, and the San Francisco market always draws heavily on market always draws heavily on

ortland for onlons and potatoes.

Taken all in all there is enough business between the ports throughout the year, especially in the Fail and Winter months, and Portlanders need not fear that they will be without water connection with San Francisco. As for the plans of the O. R. & N Co., since the officials of the line will not divulge them, shippers will have to wait for their next move. The Colum-bia is due at San Francisco and the Elder arrived up last night on what may be her last trip for some time to come.

THE LUMBER-CARRIERS. Several Additions to the Fleet Now in Port.

The coastwise lumber fleet finds plenty of business offering these days. The list of versels in this trade now in port was increased resterday by the arrival of the steamer Despatch, with a cargo of redsteamer Despatch, with a cargo of redwood and tanbark from San Francisco.
The schooners Oilver J. Oisen and Fred E.
Sander left up from Astoria yesterday.
The former will load here for San Francisco and the latter will take her cargo
at one of the Columbia River mills. The
schooner Lizze Vance, at the North Pacific Mills, completed her cargo of 630.000
feet, and will sail this morning for San
Francisco. The schooner Mahukona,
which crossed in Tuesday en route to
Portland, is under charter to the Pacific Portland, is under charter to the Pacific Export Lumber Company, to load for

NEW STEAMER FOR PUGET SOUND. Rehance on Her Way Around From the Columbia River.

The steamer Reliance, which has been plying on the Columbia River for a few months past, is on her way around to months past, is on her way around to Puget Sound. She was purchased from her Portland owners by O. Moe, the own-er of the steamer Advance, and one or other small craft. The price paid was \$21,000. The Reliance is a compara-tively new boat and is equipped fore and aft with compound engines. She is 147 feet in length, and is said to be fashioned onsiderably after the Flyer's lines of

The Reliance left Astoria for Seattle tow. She is equipped with two small water tanks for making the voyage from that point to Seattle under her own steam. The tow will take her as far as Port Townsend, when she will then pro-ceed to Seattle under her own steam. The steamer is thoroughly equipped as a first-class passenger steamer, and the in-tention of her owner now is to place her on the Scattle-Tacoma run.

Rate War on Atlantic Coast.

NEW YORK, Sept. 17 .- Representatives of coastwise lines and their rail connec-tions at Virginia and other Atlantic points have, at a meeting here, discussed the rate situation, particularly the cut in rates announced by the Mallory Line, to take effect on the inauguration of that line's new service to the West and Southwest, via Mobile, Ala., on Friday of this week. The conference, which lasted several hours, was for the purpose of averting a rate war, but so far as could be learned, no definite agreement was reached that would even tend to im-prove the situation.

Conference of Shipowners. NEW YORK, Sept. 17.—A dispatch to the Reuters Telegraph Company from Ostend, Belgium, says the reported conference there September 16 of the managers of the steamship lines plying between Europe and South America was not convened, and that no shipowners have arrived at Os-

tend. A dispatch to the Daily Mail from

Hamburg says there is the best authority for asserting that the conference will oc-cur as soon as outstanding differences of dnion have been settled. The Mail correspondent announces the departure of Herr Ballin, general director of the Hamburg American Line, for Os

Invermore Is Chartered.

The British bark Invermore, 1522 tons, which sailed from Newcastle, N. S. W., June 3, for Valparaiso, will find on arriving at the South American city that she The engagement was announced yesterday, but the rate was not divulged. The vessel will load at Seattle or Tacoma, her destination being South Africa The outlook for shipowners is not bright when vessels will come up in ballast from the nitrate ports to accept business at the quotations, which are about

Ships Tie Up for Winter.

ASTORIA, Or., Sept. 17.—(Special.)—The American ship St. Nicholas and the American bark Harry Morse have been tied up for the Winter, the former at Clifton and the latter at St. Johns.

No New Pilot Development. ASTORIA, Sept. 17.—(Special.)—Charles A. Payne, of Chinook, one of the Washngton Pilot Commissioners, was in Astoria today and said there were no new developments in pilot matters in that

WILL STEAMERS TIE UP? Shanghal. The steamer Meteor is due state at present, as the owners of the chooner Thomas F. Bayard, which was intended to be used as a pilot-boat, were engaged in a legal dispute, and the result of the present of the chooner Thomas F. Bayard, which was intended to be used as a pilot-boat, were engaged in a legal dispute, and the result of the present of the chooner Thomas F. Bayard, which was intended to be used as a pilot-boat, were engaged in a legal dispute, and the result of the pilot of the p gaged in a legal dispute, and the vessel was not available. Until a suitable boat is secured Mr. Payne says the commission will appoint no new pilots.

Marine Notes. The British bark Thistle, 2192 tons, from Santa Rosalia July 20, has arrived at Port Angeles.

The ship St. Nicholas and the bark Harry Morse left up from Astoria yesterday, in tow, to lay up. The Peter Rickmers finished loading at Oceanic dock, all but 400 tons, which will be taken on board from lighters at As-toria.

Domestic and Foreign Ports. ASTORIA. Sept. 17.—Arrived at 8:30 A. M.—Geo. W. Elder, from San Francisco. Left up at 9 A. M.—American ship St. Nicholas and American bark Harry Morse. Left up at 10 A. M.—Schooners Oliver J. Olsen and Fred E. Sanders. Condition of the bar at 4 P. M., smooth; wind southwest weather bary.

Southwest; weather hazy.

Port Angeles, Sept. 17.—Arrived September
16—British ship Thistie, from Santa Rosalla.
San Francisco, Sept. 17.—Arrived—Steamer G.
C. Lindauer, from Gray's Harbor; ship Lucile,
from Ugashik Bay; steamer Grace Dollar, from
Gray's Harbor; ship Lucile, dray's Harbor; schooner Ivy, from Coos Bay; ship Glory of the Seas, from Comox; ship Cen-tennial, from Cook Inlet. Salled-Steamer Empire, for Coos Bay; schooner Gem, for Coos Bay; schooner Jesse Minor, for Coos Bay. Seattle, Sept. 17 — Salled Steamer Rainier, for San Francisco. Seattle, Sept. 17.—Salled-Steamer Rainier, for San Francisco; steamer City of Puebla, for San Francisco; steamer Centennial, for Nome; steamer Manauense, for Siberia; ship St. Paul, for Eagle Harbor, bark Guy C. Goss, for Eagle Harbor. Arrived—Schooner Neille Conleman, from Nome; United States steamer Grant, from

cruise.

Hoquiam, Sept. 17.—Sailed September 16—Schooner Laura Madsen, from Aberdeen for San Francisco. Arrived—Schooner A. J. West, from Guaymas for Aberdeen.

New York, Sept. 17.—Sailed—Philadelphia, for Southampton; Teutonic, for Liverpool; Sardinian, for Giasgow.

Liverpool, Sept. 17.—Arrived—Westernland, from Philadelphia.

Antwerp. Sept. 16.—Sailed—Pennland, for Antwerp. Sept. 16.—Sailed—Pennland, for

Antwerp, Sept. 16.—Sailed—Pennland, for Philadelphia. Queenstown, Sept. 17.-Sailed-Saxonia, for Queenstown, Sept. 17.—Arrived—Statendam, for Rotterdam, Sept. 17.—Arrived—Isiz, from San Maxim Schumann.

Fred H. Page.
Walter F. Burrell.

Walter F. Burrell.

Francisco.

Queenstown. Sept. 18.—Arrived—Germanic.
from New York for Liverpool. and proceeded.
Browhead. Sept. 17.—Passed—Germanic, from
New York for Queenstown.
Southampton. Sept. 17.—Arrived—St. Louis,
from New York.

Roosevelt's Colorado Guide Shot. MEEKER, Colo., Sept. 17.—John Goff, the noted guide who piloted President Roosevelt on his famous lion hunt in Colorado last year, was shot over the right eye by a careless hunter yesterday as he was approaching the camp of the party of which the hunter was a member. Goff was with a party, one of whom was Dr. Kyles, of Philadelphia. The latter extracted the shot, but could not say at the time whether the eye was ceriously in-jured or not. Goff is the most noted guide iving in this section

Rich Baker County Mining Strike, BAKER CITY, Or., Sept. 17.—(Special.)
—Clint Duffey, of Eagle Valley, reports
the discovery of a very rich claim in the
Cornucopia country. The new location,
which he has called the Mayflower, is
said to be on the same ledge as the Last
Chance mine. Assays show values ranging from \$500.00 per ton. The corn ing from \$6000 to \$20,000 per ton. The own-er does not anticipate that the vein, when opened up, will show anything like such richness as this, but he is satisfied that he has struck it rich.

"Garland" Stoves and Ranges Awarded First Prize Paris, 1900, Buffalo, 1

NEW LINE ON THE HEIGHTS

PORTLAND BAILWAY COMPANY TO EXTEND ALONG TERRACE ROAD.

county Court Will Grant Petition-Chapman-Street Trestle Soon to Be Abandoned.

The Portland Railway Company contemplates extending its Porti Heights line from the intersection Twentleth and Spring streets, which is a block from the present terminus, along the Terrace road to the Patton road. The company also intends, in the near future, to climb Portland Heights by a new route, and to abandon the present

line and trestle on Chapman street There is a large settlement in the vicin-ty of and southerly from the Terrace road and the Patton road, and the peo-ple in that neighborhood now have to walk to the present terminus of the line to catch a car. The extension would greatly accommodate these people. Yesterday a petition was presented to the Board of County Commissioners by George P. Lent, O. F. Paxton and F. L.

Fuller, general manager of the Portland Railway Company, asking permission to lay a single track on the Terrace road for a distance of half a mile. The petition was signed by W. H. Fear, Mac-Master & Birrell, Mrs. Leabella M. A. Barnes and numerous others who own ts of land near the proposed new A petition was also presented bearing the signatures of the residents in the vicinity and beyond, approving the use of the Terrace road by the railway company. Judge Webster expressed himself as op-

posed to granting the use of a county road to a railway company, saying that it practically amounts to abandonment of the road.

Messre Lent, Paxton and Fuller, in re-sponce, explained that the Terrace road is now little used because there are two other main county roads, one on each side of it, over which all of the travel passes, and that the Terrace road might have been vacated long ago without par ticular injury resulting to anybody. Mr. Fuller said that the road to a narrow one. It is a 40-foot road, but is only improved about 16 feet. He said, owing to the hilly nature of that locality, it is impossible for the company to ob-

tain another route. The company would agree to use either the outside or the inside part of the road, and would widen it somewhat. The Commissioners were invited to go out and view the road, so as to be better able to decide the case. Judge Webster, while at first disposed to refuse to grant railroad privileges over a county road, finally, upon the representations made that the highway is little used, and that all the people in the neighborhood want the line, conceded that it may be proper to grant the franchise asked for. Mr. Lent stated that the new line will

make various tracts of land available for sale as town lots, and be a benefit to the public generally. The members of the court consented to go out and inspect the road and proposed railroad line within a few days.

The petition filed specifies the course

of the proposed extension, and reads an

The undersigned, each being the owner of land fronting and abutting upon the county roads herein mentioned, respectfully pray your honors to grant to the Portland Railway Company the right and privilege of constructing, maintaining and operating a line of railway on the county road known as the Terrace road, from the intersection of the center line of from the intersection of the center line of Twentleth street, with the center line of Twentleth street, southerly, westerly and southerly remember.

Hike when lights are turned off and red fire is burned on the stage. The light from lamps and stoves looked green. Ashes were failing like snow, among which were many large partially burned lighter, which had been carried by the currents of air. Just before sundown it got lighter, and then darkness closed in Alsoyed the currents of air. Just before sundown it got lighter, and then darkness closed in Alsoyed the currents of air. Just before sundown it got lighter, and then darkness closed in Alsoyed the currents of air. Just before sundown it got lighter are turned off and red fire is burned on the stage. The light from lamps and stoves looked green.

alone Terrace road, passing between Portland Heights, Len't's Addition and Emith's Addition, on the lone side, and Groyet's Addition, Re-ven's View and the lands of Isabella M. Barnes on the other side, to the intersection of Terrace road with the county road known as the Patton road, and thence easterly along Patton road to and into Raven's Yiew drive, as shown on the map or plat of Raven's View, so that said! Portland Railway Company may extend its aystem of railways along the county roads above named to said Raven's View drive.

NO COWPOX AT WOODLAND Statement From Dairyman Bogart in Answer to Dr. Shoemaker.

WOODLAND, Wash., Sept. 14 .- (To the Editor.)—In regard to an item in The Oregonian of September 13, which stated on the authority of a certain Dr. Shoemaker that the cows around Woodland have smallpox, that the scales from their teats are dissolved in milk which is manufactured into cheese at the Woodland co-operative cheese factory, and that the process of cheesemaking does not the disease germs, I wish to make destroy the distase germs the following statement:

I am the manufacturer of the cheese at the Woodland factory and have held that position for the hast six years. I am a graduate of Gueiph Dairy School, in Western Ontario, and can feirly claim to know something about cows and milk; on the other hand it is in evidence that Dr. Shoemaker knows anything whatever about the diseases of cows. Speaking as an expert I wish to say that there is no cowpox among the cows around Woodland, and that smallpox is a disease which does not affect cattle. The milk used at this factory is of the highest grade of purity and is carefully inspected every day, and it is a great and undeserved injury to this community to make public the statement which appeared in The Oregonian on the authority of an tresponsible person. None of the milk manufactured here is, or ever has been,

tainted with smallpox.

I have never read or heard of cowpox injuring a cow's milk; it is an exceedingly mild disorder, which has no per-ceptible influence on the animal's health and dairymen pay no attention to it. But there is no cowpex among the herds in this vicinity, so this question need not be discussed.

There is no doubt that the false report published in The Oregonian originated in mailgnant neighborhood spite, and its object was to injure certain persons con-nected with the Woodland cheese factory. A committee of citizens of Woodland has sent for the state veterinary surgeon to inspect the cows of this vicinity, and every dairyman near Woodland has made an affidavit that there is no disease in his herd. The cattle here may be freely in-spected by the health officers of Portland at all times, and we submit that they should have made such an inspection before quarantining our products and pub-lishing a report slanderous in its nature, irresponsible in its origin, and ruinous to the industry of a prosperous conmunity. JOHN BOGART.

"Dark Thursday." SALMON CREEK, Wash., Sept. 17 .- (To the Editor.)-I think the 11th day of September, 1902, should be known as "Dark Thursday," Here on Salmon Creek, Clark County, Wash, the sun was in-visible all day, and at 3:20 P. M. we had to use anterns in the field, hauling grain, At this time the northeast was black as night, while the south and west was red as blood, the whole aspect being weird, like when lights are turned off and red

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