Keynote of the Convention Sessions.

MANY PRACTICAL TALKS

Commissioners Give Facts on Cost and Construction.

WOULD EFFECT GREAT SAVING

Bad Highways Cause Nation an Annual Loss of Half a Billion Dollars-Oregon Conditions Favorable to Better Highways.

TODAY'S PROGRAMME.

Address-"The Railroads and the Wagon Roads," A. L. Craig, General Passenger Agent, O. R. & N. Co.
Address-"Good Roads a Pre-requisite to Rural Free Delivery Extensi Erwin, Assistant Superintendent of Mail Delivery, San Francisco, Cal. Address-"Roads in China," Hon. H. B. Miller, United States Consul at Nieu Chwang, China. General discussion

2:80 P. M. Report of the Committee on Resolu Adjournment.

"Good Roads, and How to Make Then Out of Bad Roads," was the general subject of discussion at the Good Roads Convention yesterday.

What is a good road?" "A good road is composed of a firm envelope set in a solid foundation." "What are the requisites for a good

"Rock, drainage, and scientific con-"What is the chief problem in transportation?

"Lessening of cost of transportation on country roads. "How much can good roads save the "Half a billion dollars a year."

"What is the normal cost of improve-ment of a road between nine and 12 feet wide?"

"From \$2500 to \$3000 a mile." The above is the sum and substance of the discussions of the convention. Many persons, representing all parts of Oregon, were present.

The Government representatives recom

The Government representatives recommended road building by co-operated effort and by state aid. They believed that the United States would soon contribute its assistance. They said that the cost of road improvement was too much for rural districts and that cities should bear part of the expense. The average which of Winter roads in Operators should be be Winter roads in Oregon should be be-tween nine and 12 feet. All construction tween nine and 12 feet. All construction should be directed by competent engi-neers. One of the greatest needs of Ore-gon is good roads. Climatic conditions here are favorable for the best of high-

The convention had three sessionsgress T. H. Tongue and Governor Geer were scheduled to be present, but other engagements prevented their coming. The visiting representatives of the Government spoke highly of Mr. Tongue's efforts in behalf of good roads, and said that no member of that body had done more for

At the evening meeting Commissioner Abbott gave a series of stereopticon views showing roads in all parts of the world. The committee on resolutions will report today. It is composed of D. S. K. Buick, of Roseburg: John H. Scott, of Salem; W. B. Steele, of Portland; S. B. Cathcart, of Marshfield, W. W. Travillion, of Baker

the cause than had he.

Among the persons who attended the

E. H. McAllister, Eugene; L. L. Hawkins, Portland; T. Beverly Keim, Portland; S. B. Cathcart, Marshfield; A. C. Powers, Eugene; L. A. Rand, Hillsboro, Virgil E. Waters, Corvallis; J. W. Brock, Portiand; D. S. K. Buick, Roseburg; C. M. Colher, Lané County; W. W. Travillion, Baker County; W. J. Culver, Salem; I. C. Needham, Salem; C. H. Breck, Baker City; C. J. Fernhard, County Judge, Clatsop; J. Fernhard, County Judge, Clatsop; W. Carnahan, Astoria; Alfred S. Lee, Astoria; J. F. Kearney, Astoria; A. Young, Astoria; C. F. Bear, Turner; J. E. Sibley, Dailas; J. B. Teal. Falls City; John Kli-ent, Cedar Mill; George C. Blakeley, The Dailes; W. J. Hanniman, The Dailes; H. J. Hibbard. Hood River; W. M. Martzell. Colfax: J. E. Magers, Portland; H. M. Palmer, Linn County; O. L. Peterson, Astoria; G. A. Dougias, North Yambili; James M. Moore, Portland; M. L. Opdyke, Portland; D. M. C. Gault, Hillsboro; W. B. Steele, Portland; John Fry, Clatsop County: William Showers, Portland; W. C. Cowgill, Baker City; H. E. Reed, Port-land; H. B. Springer, Shedde; G. H. Lam-berson, Portland; T. J. Milner, Portland; F. C. Barnes, Portland: H. H. Brooks seburg; John Morin, Mill City; H. B. apman, Troutdale; Edwin Stone, Albany: P. J. Reynolds, Cleone: T. B. Killin, Oregon City; C. A. Hawkins, San Fran-cisco: H. S. Smith, Portland; J. B. Doan, Rainier; W. H. Hampton, Piacer; A. S. Watt, Portland; Jefferson Myers, Portland; F. H. Carson, Grant's Pass; J. H. Scott, Salem; J. Lewellen, Oregon City; D. C. Miller, Portland; E. J. Rathbone, Seattle, and H. B. Thielsen, Salem.

OPENING OF THE SESSION. Colonel R. W. Richardson Is In-

stalled as Chairman. The morning session opened at 10:15 o'clock. Colonel R. W. Richardson presided. Speeches were made by Colonel ison, Mayor Williams and Martin The end of the session was preceded by a general discussion, the leading subject of which was the cost of

Colonel Richardson informed the meetship at the invitation of the committee on arrangements. He did not desire to appear as arbitrarily taking that position, and requested that the convention excuse him from further service. The gen-tleman was too well liked to be dismissed, and was retained in the chair with a unanimity that made the hall re-verberate. The Colonel was visibly pleased, although he was too modest to put the vote, and Director Dodge had to come to his rescue. The Colonel being then ensconced in the chair, suggested that the convention elect a secretary. Colonel R. W. Mitchell nominated Henry E. Reed, but that gentleman declined and

natalled as secretary.

Colonel Richardson said in opening the convention that the good roads problem was a National question of vital significance in the economy of the country. The purpose of the road inquiries office was to collect information about the public highways for the benefit and education of the Nation. The office had been enabled to make practical demonstrations with roadmaking machinery. Its members had done this in the Middle West, traveling in the "good roads train." The speaker regretted that the train had been unable to reach the Coast this Fall, and

would be brought out anyway by next Colonel Richardson said the financial and commercial and productive develop-ment of the Nation depended on systematic improvement of roads. Old; slipshed methods of construction should be aban-doned and highways should be built in a thoroughly permanent manner. The speaker advised the creation of a state commission on public highways.

assured the convention that the train

The chair then introduced Mayor Willlams, who welcomed the members of the convention to Portland in a brief address. The Mayor spoke of the great importance of good roads. "Common roads are not simply a convenience or a luxury, but a great necessity," said he. "They are the veins and arteries of progressive communities. They are common property, All classes and conditions need them and derive benefit from them."

The Mayor said that no state needed improved highways more than did Oregon "What we need is an efficient and economical system of road-building. First comes the question of getting funds, and the answer to this question will be brought out in the deliberations of this conven-tion. Material and manner of use is the second question. Good roads cannot be made without gravel or stone. Wood is abundant here, but disintegrates rapidly. Rock, skill, good judgment, will solve the question of good roads."

Martin Dodge, director of the road inquiries, was the next speaker. He dwelt upon the necessity of co-operative effort. state aid, and construction under engineers, and upon the high cost of road transportation as compared with other methods of transportation. He urged strongly the advantage of employing convicts on roads, saying that such men were used in Eastern States with highly satisfactory results. In Oneida County, New York, a road had been built at a cost of \$5000 a mile by convicts, whereas construction by free labor would have cost \$10,000 a mile.

The speaker said that aggregations of population and wealth in cities under mod-ern conditions made imperative the construction of roads by general taxation. More than half our people live in cities,' said he. "The result is that country districts do not have preponderance of pep-ulation and wealth, as they used to have, and they therefore cannot bear the entire cost of road-building. In the older Eastcrn States the system of road construc-tion under state aid has been generally adopted. In New York half the cost is orne by the state and half by the county n which the road is made. The county in which the road is made. The county apportions its half between itself and the road district benefited. It is estimated that 90 per cent of the expense of roadmaking in New York is paid by cities and corporations. At first this method met with opposition, but it has now found in-creased favor. It is not only a necessary nethod, but also an equitable one.

Mr. Dodge went on to say that this plan in its general outline was the one folowed in New Jersey, Massachusetts, Ohio and other states.

"The rural districts cannot stand the cost of road-building all alone," he in-"Even if you do not have sisted. same natural conditions here as have the Eastern States, you have the same general necessities for good roads, and the same general difficulties in getting them. You have big cities in which are collected a large part of the wealth of your state. Your rural districts are sparsely inhabited. They cannot pay for good roads them-

"You have great areas of undeveloped resources in Oregon of every kind. But in order to avail yourselves of them you must have good highways. The way to morning, afternoon and evening.

A smoker followed the conclusion of the evening session. Representative to Congress T. H. Tongres and Government Greek T. H Sam to pay all. In the early history of this Government, National roads were built, but the work fell into disfavor be-cause of the jealousy of the states in protecting their rights. But Uncle Sam has aided greatly in other kinds of transporta-tion. He has deepened rivers and harbors, and is doing this now for the Willamette and Columbia Rivers. He has also given substantial aid to railroads.

"Cost of road transportation has not been appreciably lessened, but that of all other kinds has been wonderfully reduced, Transportation by county roads costs on an average of 25 cents per ton per mile; by railway it costs about ½ cent per ton per mile; on the Great Lakes, 1-10 cent per ton per mile; on the ocean it is still cheaper. What does all this show? Simply that road transportation is the prob-iem of the hour. We know we can im-prove our highways. Good roads have reduced the cost of hauling as low as 7 and 8 cents per ton per mile.

"We trust the people will express them-selves on this subject. We are encouraged by the wide interest taken in our investigations. Machinery has lessened the cost of road-working to a low figure, compared with what the expense used to be.

A general discussion followed about cost of road-building in Eastern States. Professor E. H. McAlister, of the University of Oregon, asked about the average cost per mile. Mr. Dodge said that the expense varied from \$500 to \$50,000 per mile, and that the average figure might be put down at, say, \$5000. This coincided with Professor McAlister's views, for he said that the cost under normal Willamette Valley conditions for a road nine feet wide was about \$2000. In some districts rock was obtainable from basaltic sources, and when such material was available the cost was less than when the rock had to be

IMPORTANCE OF GOOD ROADS.

Speakers at Afternoon Session Discuss the Topic. The convention reassembled after the noon recess at 2:30 o'clock. The leading speakers were F. H. Hitchcock, chief of the section of foreign markets, Depart-

ment of Agriculture, and J. H. Scott, County Judge of Marion. Mr. Hitchcock said that a large part of Mr. Hitchcock said that a large part of the expense of shipping products to for-eign markets came from bed wagon roads. "Fully 99 per cent of the high-ways of the United States are unim-proved," he declared. "The average haul from farms to raliroads is as much as 12 miles. It costs \$350,000,000 a year to trans-port goods over our roads. We can re-duce that cost at least one-half and save duce that cost at least one-half and save the Nation the enormous sum of \$500,000.

000 a year. This vast amount of money

the Nation the enorm

is now wasted.
"Foreign countries are more alive to the benefit of good roads than are we. They have expended great sums of money in their highways in order that their farmers may more profitably market their products. Russia is building some of the best roads in the world in its wheat areas. Your producers of wheat, who grow over 40,000,000 bushels every year, have to compete with the farmers of these parties. nations. Are not good roads therefore to your advantage? You will some day be producing 75,000,000 to 100,0000,000 bushels

of Clatsop County, and a Representative to the Legislature. Mr. Carnahan took turn about and proposed Curtis J. Trenchard, County Clerk of Clatsop, but the end-less chain had reached its limit in Mr. Carnahan, and that gentleman was duly installed as secretary. now confronts us is to show the people the importance of building good roads; and what good roads will mean to them while engaged in the various enterprises that are daily being carried on through-

out our country.

"On account of bad roads, the farmer is compelled to store his products with the warehouse merchant and pay storage thereon. Had we good roads, these prod-ucts could be hauled to market at a time



when the farmer could do but little else and sold direct, thus doing away with both the charges of the storage man and

of the middle man.
"If the extra horsepower now required annually in teaming over bad roads, to say nothing of the money expended on the wear and tear of harness and vehicles, were to be used on our roads, we would in a few years have good thoroughfares throughout the state; and yet we say that we cannot afford it. We are affording enough outlay now that is a total loss sufficient to build good roads.

"We cannot be too particular about the first location of our public roads, for the reason that they are to be used for all reason that they are to be used for all time to come, and a mistake in location would often cause increased effort to get a certain weight to a given point, whereas, if the road had been properly situated in the beginning, it would in many instances not only have been shorter, but the increased effort of the contract the increased effort, as before stated, would not have been necessary.

"I heartily indorse the 'cash system.' It

is in my opinion the only way to work roads. I will say, however, that we have had a great number of our taxpayers, volunteer their services during the present year in the effort to secure roadways that would be a pride to our country. They do this with the understanding that the county will appropriate a certain sum toward repairing a certain réad, upon which the services are volunteered. In Marion County we purchased a Weston No. 10 rock-crusher and crushed about 2000 cubic yards of rock with the agree-ment with the farmers that they would haul and place the same on the roads free of charge, which they did. The crushfor country work has given much satisfaction, and the only place that it shows any wear is on the jaws, which is very slight. In conjunction with the crusher, we used a 14-horsepower Russell traction engine, which seemed to be about the right size. A smaller engine might be used, though I would not advise it. In crushing rock that was from 2 to 3 inches in diameter, it would generally take about six minutes to dispose of a wagonload. The finer the rock has to be crushed the slower it has to pass through the machine. We crushed from 40 to 70 yards per day on an average, and it cost about 75 cents a day to blast out the rock

and get it through the crusher.
"In conclusion, I would suggest that we make this convention the first per-manent step toward the construction of manent step toward the construction good roads throughout our state. that we learn all we can here from these gentlemen who have made the subject a special study. We should effect a permanent good roads organization, go back



to our respective counties and take up the work. The people of our state are now ready to make better roads, if they only had some one to take the lead and show them how it can be done, and point out to them some of the many advantages that are afforded to any community that has good roads. The remainder of the afternoon meeting

was taken up by a general discussion of the subject at hand, and the direct bear-

ing that it had upon communities in gen-eral. Many of the prominent County eral. Many of the prominent County Commissioners and Road Supervisors were present, and most of them took the floor for a few moments and narrated little experiences or good methods of working roads that they had come across.

Professor Hampton, of Placer, Josephine County, made a short address in favor of the cash method of improvement, and discussed the comparative valment, and discussed of workmen and one ues of a large gang of workmen and one man working alone, with the advantages man working alone, with the advantages in favor of the latter. D. S. K. Bulck, of Roseburg, told of an experience in roadmaking in California, near San Jose, how a magnificent road was secured just by getting the surface elevated, so that it would drain properly. Professor McAl-lister, of Eugene, dwelt at some length on the weather conditions in Oregon, and showed that, as there was no great amount of frost and less rain than in New York, there was no cause to be afraid of the weather interfering with the roads. Various widths of roads were discussed, some of the delegates favoring a wide road, and some a comparatively narrow one. After more than an hour

journed, to meet in the evening at 8

Smoker in the Evening. After the evening session last night the delegates assembled at Kruse's and participated in an informal banquet and smoker. Sandwichen, tea, coffee, salad and cigars were served, and after all had had their fill a few short speeches were made, and a few toasts drunk. Colonel Richardson acted as toastmaster of the occasion, and come to his rescue. The Colonel being then ensconced in the chair, suggested that the convention elect a secretary. Colonel R. W. Mitchell nominated Henry E. Reed, but that gentleman declined and nominated H. B. Thielsen, of Salem. Mr. Thielsen also fought shy of the honor and negations of the honor and negations are made as to astmaster of the occasion, and put all at ease by his charming manner and ready wit. Messrs, Albers, Gault, Craig, Abbott, Coman, Dodge and Taggit Speke for a few moments on various sub-level a short address on "Road Conditions in Oregon." Mr. Scott said in part: "The construction of good roads

had thus been spent, the convention ad-

MURDER CASÉ TO JURY

PROSECUTION AND DEFENSE FOR A. T. GLADISSEE CLOSED.

His Attorneys Argue That Evidence Was Purely Circumstantial-No Verdict Reached Last Night.

mitted to the jury by Judge Cleiand about 4 o'clock yesterday afternoon. The charge of the court was impartial, and was generally satisfactory to counsel on both

erally satisfactory to counsel on both sides.

The opening speech for the prosecution was made by Arthur C. Spencer, Deputy District Attorney, and he was followed by Oscar A. Neal and R. B. Shott for the defense. Mr. Shnott argued that with the aid of officers of the law he could have made out as good a circumstantial case against George Smith and Andrew case against George Smith and Andrew Jackson as was made out against Gladissee. These men are both negroes, and were witnesses for the prosecution. Smith is the man who murdered his white wife recently. The closing argument was made by District Attorney Chamberlain. At a late hour last night the jury had failed to reach a verdict and was locked

TOMBSTONE CASE ON TRIAL. Mrs. Mary A. Ramp Secures Rehear-

ing of H. G. Wright's Suit. The second trial of the suit of Horace G. Wright against Mary A. Ramp to re-cover \$350 for a monument was begun be-fore Judge Frazer and a jury yesterday, and will be continued today. The monu-ment was ordered in August, 1898, to be delivered not later than May, 1899, and was to be placed over the grave of Sam-uel Ramp, deceased, at Salem. He was the husband of Mrs. Ramp. At the first trial of the case, which occurred over a year ago, Wright won, and the defendant took an appeal to the Supreme Court and obtained a new trial. Mrs. Ramp, as a defense, contends that

Davis, Gantenbein & Venzie, of Port-land, and Bonham & Martin, of Salem, appear as attorneys for Mrs. Ramp, and

A. C. Emmons and George H. Cameron for Wright.

TO RELEASE CHINESE WITNESS.

Attorneys Secure Writ of Habens

Corpus for Ung Leong.

was filed in the State Circuit Court yes-

terday by Ah Sang, in which it is set forth that Ung Leong is unlawfully re-

there is no complaint or information, in-dictment or process charging Ung Leong

with any crime, misdemeanor or offense whatever. Judge Sears ordered the Chief of Police to bring Ung Leong before him

forthwith. The prisoner is held as a witness in the recent Chinese murder case and the attorneys who appear for him al-

lege that he was not committed as the

statute provides, and, therefore, is illegal-ly detained in jail. The Sheriff served the

writ at once, and soon afterwards Detectives Kerrigan and Snow brought a Chinese to the Courthouse, but he proved to

be the wrong man. As it was then late

in the afternoon, the hearing was contin-

It is reported that the witnesses in this case are reluctant to testify against the

man accused of the crime, and outside

parties are working to free the witnesses who are held by the police.

TO STAY BELDING'S HANGING.

His Attorneys File Notice of Appeal

to Supreme Court.

terday filed notice of appeal to the Su-preme Court from the judgment entered in

the State Circuit Court on September 26 whereby it was adjudged that A. L. Bel-

ding be hanged by the neck until he be dead, and also from the whole judgment,

The appeal will postpone the execution

of Belding, which was set for October 31, after the Supreme Court has issued a

writ of probable cause. This means that

the Supreme Court shall certify that there

is probable cause for an appeal, and will

accordingly order the execution stayed un-

til the case on appeal has been decided

in the higher court.

The bill of exceptions is based upon two points, the alleged irregularity of the

information in that it is not indorsed a true information by the District Attorney,

and also that witnesses were called by the

state whose names do not appear on the

Notwithstanding the appeal, Sheriff Storey will proceed with the erection of

the scaffold unless he receives orders from

the court that the hanging has been post-

JOE SING IS ACQUITTED.

Indictment Against Chinese for Sell-

ing Indians Liquor Is Defective.

When Joe Sing, a Chinaman, who was arrested for selling liquor to two Indians

in Pendleton, was arraigned for trial in the United States District Court yesterday,

his attorney, James Gleason, raised the point that the indictment against him was defective. Mr. Gleason contended that the

ndictment should have stated that the two

Indians to whom the whisky had been sold were wards of the Government, and were under the charge of an Indian agent. The court sustained the contention of the

defense, and instructed the jury to return a verdict of acquittal, which was done.

Appeal in Anderson Case. The City & Suburban Railway Com-pany has filed notice of appeal to the Supreme Court in the suit of George W. Anderson, administrator of the estate

poned until further notice

information.

Attorneys Murphy, Sweet & Watts yes-

ued until this morning.

A petition for a writ of habeas corpus

of Chester Anderson, deceased, in which the plaintiff obtained a judgment against the company in the State Circuit Court for \$3000. Chester Anderson was killed as the result of an accident on the Morrison-street bridge. He was riding on an open car on the footboard, and came into contact with one of the bridge. came into contact with one of the bridge

Decisions Today. Judge Sears will announce a decision today in the case of the Washington Life Insurance Company against J. Creagh writ of review

Judge Cleiand will announce decision this morning in the following cases Mollie Wolf vs. City & Suburban Rail-way Company, motion to strike out; Peter Lynch vs. John Lunda, demurrer to

A BIG SHIP PORT.

(Continued from First Page.)

tide to enable ships to work over without much delay. own to Pillar Rock, and at this point is Where the alleged trouble with the Snag Island jetty begins. Captain Emken, like the rest of the pilots, has rather pro-nounced views on this expensive piece of improvement, which failed to improve, and is inclined to blame that jetty for the shoaling of the bar at the mouth of the river. He is in favor of the jetty from Harrington's point, and believes that its construction to a point well down toward Taylor's sands would not only scour out a good ship channel across the bay, but would bring back the current which has been diverted down the north side of the river and sluice out a channel on the bar.

HOW TO DEEPEN CHANNEL. Welch, of Astoria, Proposes Jetty on Snag Island Channel.

As the bar at the mouth of the river is of more concern to Portland than the shoal places in the river, any project that will tend to improve it will meet with hearty support in this city, and when the project also includes an attendant and Ramp, as a defense, contends that "finultaneous improvement in the river, nument was to have been delivered it is of proportionately increased interest.

JETTY HARRINGTON PT.

Taylor's Sands shows that the current runs in a northwesterly direction, which shows distinctly that the volume of water from the Kuappa and Hogsback channel is greater than the water from the other channel, so I believe to overcome that a small jetty in the Hogsback channel to divert the water toward Tongue Point, as marked on the map, would do great good. Should that be done, I don't believe there would be any more trouble across the bay.
It would make a straight channel from Harrington Point to Tongue Point, and confine most of the water to the channel past Astoria and cause a strong current t sea and agross the bar, thereby keeping the bar scoured out. Of course a jetty might be put down river farther, about where the black buoy is below No. 2 beacon, which would tend to throw the water from the Hogsback down to Tongue Point, and which might work as well as a jetty at the lower part of Hogsback Sands, It is cutting out now from No. 2 beacon straight to Tongue Point, which show the natural way for it to run, for the water to turn abruptly as it does at the red buoy below No. 2 beacon does not eem to be natural."

DREDGING ON MERSEY BAR. Vast Amount of Sand Removed in Last Twelve Years.

ong --- c numerous proposed schemes for deepening the water on the bar, that of dredging seems to find most favor among deep-water captains and bar pilots the latter being almost unanimous in the belief that dredging is the only process that will afford permanent relief. In con-nection with dredging, the case of the Liverpool bar is nearly always cited, and The Oregonian is in receipt of an extract from the Liverpool Daily Mail of July 28, which is kindly forwarded by Captain Richard Craven, master of the steamship Indrasahma, and which contains the folowing very interesting figures on Mersey dredging:

"The engineer of the Mersey dock board states in his annual report, presented yesterday, that the work carried out by his department during the past year was greater than during any similar period. The expenditure amounted to £1,215,853. The quantity of sand removed from the bar and the shoals in the Queen's and Crosby channels was 4,930,140 tons. Since 1890, when the dredging commenced at the bar, 27,866,500 tons of sand have been removed, and from the Queen's and Crosby channels, 34,800,930 tons."

MRS. G. W. WARD DEAD Relative of Three Presidents Passes Away in New York.

NEW YORK, Oct. 14.-Mrs. Josephine Ward, a friend of Dolly Madison and Mrs. Julia D. Grant, widow of General Grant, is dead at the home of her daughter in this city. She was nearly 50 years old. Mrs. Ward, in her youth, was one of the belles of Kentucky. Her maiden name was Harris. Her grandfather, General James Taylor, of Newport, Ky., took part In the War of 1812, and lent his large private fortune to the Government. Miss Harris was related to three Presidents of the United States. She was a first cousin of James Madison and General

Ever see a \$3.00 bill? Bu a GORDON Hat, and, if yo don't like it, take it to you hatter and see how quickle he'll honor the Hat as promise to pay endorsed b one of the strongest names i the Northwest.

> No GORDON Hat eve went to protest.

Not one in a thousand i presented for payment.

beautiful Dolly Madison there was a warr friendship, and she frequently visited th home of the Madisons at Montpeller, Mis Harris was married in 1817 to George W Ward, a prominent cotton broker of Nev Orleans, who died in 1870.

TO STOP 'PHONE DISEASE York Orders All Instrument

NEW YORK, Oct. 14.-In order to mak certain that disease shall not be trans mitted by means of telephones. Con sloner Homer Folks, of the Charities Department of Greater New York, ha by employes must be disinfected each week. The mouthplece is to be unscrewed and scrubbed clean the control of and scrubbed clean, then immersed for few moments in an antiseptic bath. Funston En Route to Denver.

TOPEKA, Kan., Oct. 44. — Brigadier General Funston is here on his way to Denver, where he will resume command of the Department of Colorado, General Function said the Fort Riley man-uvers were extremely valuable to the Army. He thinks they should be re-Gold on Federal Building Site.

BUTTE, Mont., Oct. 14.—A discovery of gold has been made while excavating for the Federal building. A pan will snow many colors to the glass. "Garland" Stoves and Ranges.

Are free from all crude and irritating matter. Concentrated medicine only; very small; easy to take: no pain; no griping. Carter Little Liver Pills.



receipt of a communication from D. H. Welch, of Astoria, regarding the Snag 1899. She says the die was broken, and Welch, of Astoria, regarding the Snag that Wright asked time to send back to Island jetty, and the proposed improve-Vermont for a new die. She states, furment to offset its damage. Mr. Welch's that Wright asked time to send therefore there that the lettering was irregular and inartistic, and the ornamental work was poorly done; and she notified Wright that she would not wait any longer, and to treat the contract as annulled.

Wright denies that the lettering was "he ornamental work."

The ornamental work the writer thinks would be of advantage in connection with the Harrington Point jetty. Mr. Welch says: "I have noticed the past few days reference in your paper to the contemplated that the lettering was "he ornamental work." to changes in the contract, and that he had a die in Portland which he offered to substitute in place of the broken one.

Point to confine the water to one channel. and in your issue of this date I note a sketch of location of proposed jetty. The plan without doubt will be very beneficial, so far as it goes, which, as it states, but 900 feet long. Is not said length about one-half long enough? Should it not extend at least 18,000 feet? There should be at the lower end of Hogs' Back Sand a jetty to throw the current toward Tongue Point, so that it could not meet water coming past the Harringto Point jetty, and force it off toward the Washington shore, as it now does. "I have watched the action of the cur

ents in the vicinity of Tongue Point guite strained of his liberty by Chief of Police McLauchian. The imprisonment is al-leged to be illegal for the reason that good deal the past two years, and I know from personal and careful examination from time to time that where there was but one foot of water in June, 1901, there is now 19 feet, and a gradual cut-ting out of the sand, which will be on a cirect course past the proposed Harrington Point jetty to Tongue Point, but when the water reaches the lower point of Hogsback Sand, then it is met by the vast amount of water from Snag Island channel, which changes :ts natural course, the channel now in use is so abrupt in its course against the natural current, how can it be continued with the Harrington Point jetty? As I believe, the natural way, the course and channel now used by the pilots is as follows: After passing the bell buoy, the course is down past No. 2 beacon, in a southwesterly direction, and when little below No. 2 beacon they then turn northwesterly, or perhaps, westerly, and run off toward the Taylor Sands, then turn toward Astoria. Now is not the fact of the channel at and below No. 2 beacon, running as it does toward Taylor's Sands, caused by the force of the water from the old Hogsback and Snag Island channels? I believe with the water turned by the Harrington Point jetty its natural way will be directly toward Tongue Point, if not interfered with by waters from Snag Island channel, thereby making a channel deep, and not necessitating dredging, and the water will be confined to the south side of the river, which without doubt will greatly benefit the bar channel, for surely a volume of water in one channel will be more effective than water in many smaller ones. By the time the water from the several channels meets below the Desdemona Sands, the current will not have the force it would have from one continuous channel, and therefore the scouring effect on the sand.

"With the jetty at Harrington's Point of sufficient length, and a jetty at the lower point of Hogsback channel, I believe the problem would be solved for the deep channel across the Cathlamet Bay to Astoria, and would greatly benefit the bar. With a careful observation of the currents it will be noticed at the points mentioned that the current is more in a direction from the bell buoy to Tongue Point, barring the action of the water from Snag Island, which meets the other water at or below No. 2 beacon, and its volume from the Hogsback, I believe, is greater than in the other channel, thereby forcing it northerly from its natural course. A careful observation when it is high tide at

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