KLAMATH COUNTRY

Situation and Character of Southeastern Oregon.

REGION OF ABOUNDING WATERS

A Land Wrought by Flood and Fire -Too Cold for General Agriculture, but Ideal for Livestock.

(By a staff writer-First Letter.) LAKEVIEW, Or., Oct. 11.-Southeastern Oregon is essentially a country of and by itself, but at the same time it is a country of curious connections and dependencies. Geographically and geologically it is close kin to Nevada, being Sierra Nevada Ranges, extending north enough to include the greater part of Oregon, for it lies north of the arbitrary line which forms the California boundary. Commercially it belongs to California, for of the state which lies east of the Casborder of Crook, Grant and Baker Coun-Klomath, Lake, Harney and Malheur Counties. In superficial area it is something more than one-fourth of Oregon, but it is a remote and neglected corner most wholly undeveloped. All told, it try it must always be so. has only 12,422 white people, as reported by the last Federal census. Its towns are mere villages, widely separated. There is not a pound of railroad iron in it, and the stage, the saddle pony and the freight wagon, operating over mountain roads, are its only means of transportation. A journey from Portland to any town in the heart of this region-say to Lakeview, from which I write-is an enterprise calling for as much time as a trip to New York, and is attended by far greater personal discomfort. Indeed, it is a journey not to be undertaken prudently by anybody lacking in bodily vigor, or unwilling to submit to such hardships as are inseparable from travel in a pioneer country. The roads are long, and they are not smooth; the rubber tire is unknown; not every stopping place is the abode of luxury or even comfort. But with pioneer conditions, here as elsewhere, there goes a certain heartiness and genuineness of spirit and of manners which more than make up for all conventional deficiencies; and I cannot conceive of a man who has once made the LIGHT COMBINE IN TEXAS round of the southeastern towns who would not gladly repeat the experience.

The region immediately under observation in this writing-and in others to follow-is that of Klamath and Lake Countics, which form the western and more developed half of Southeastern Oregon. We are accustomed to classify this region in its climatic and general conditions with Eastern Oregon, and there are in it many points of likeness to the country borderhigher by from 2000 to 2000 feet, its lowest surfaces being close to the 4003-foot line, while much of it is upwards of 5000 feet above sea level. Its heights, perhaps one-fourth of its whole area, are heavily timbered, while Eastern Oregon for the most part is bare. An elevation like this tells, of course, in ten thousand conditions-in a generally lighter atmosphere, in colder night airs with frost every month in the year, in a more limited range of vegetation, in many and curious effects upon both animal and vegetable life.

But the most important difference of all is the wealth of water in the Klamath region. Not even the country of the Williamette, with its more than abundant Winter precipitation, is more bountifully watered than is this elevated land of scant rainfall; and the secret of it is not far to seek. The near-by Cascade Mountain range, gathering up and concerving its waters like a gigantic sponge, gives them forth in a thousand gushing fountains which pour into a great lake system, of which Crater Lake and the Klamaths are the largest, where they lie conveniently above the general levels of the country available for any purpose to which the wit or purpose of man may elect to apply them. The special distinction of the country relates directly to this abounding water resource and to the chain of elevated reservoirs with which nature, by one of her marvels, has endowed this otherwise dry and barren land.

Ten thousand local conditions attest that this region was born literally of the shock of ocean and of earthquake. The marks of fire and flood are all about. The mountains lying west and north of Klam. ath Lake are plainly blown-out volcanoes and the soil everywhere is a decomposed volcanic substance, light like the ash and pumice of which it is composed, and like the soils of Umatilla and Walla Walla Counties, amazingly endowed with the elements of fertility. The incomparable natural pastures of the country, the rank growths which make a thicket of every spot where soil and water commingle, the wonderful response of the land under husbandry, bear witness to the potentialities of a soil which would seem almost too light for rich or enduring substance. But the value of the soils of the Klamath region, like those of the Upper Columbla Basin, have been tried by the most severe and practical of tests, that of heavy and continuous cropping, and under these tests have demonstrated their quality. As the local phrase goes, they are "inexhaustible"; and while this of course is not literally true, it is so far true that no man now living need make calculations looking to the time when the fertility of the Klamath lands will be exhausted. So far as the present generation is concerned these lands will meet any demands that may be made upon them; and the great future may be depended upon

With a single exception the valleys of Southeastern Oregon, with its lakes and marshes, which are merely submerged valleys, range north and south. In the grand geological squeeze by which these

to take care of its own interests.

mountainous spurs spread everywhere, but their general frend, like that of the mountain chains, is north and south. In going cross-country from Klamath County into Lake, one passes through a series of depressions and elevations like the traditional streak of fat and streak of lean in the "side meat" of old Missouri; and it is these depressions or valleys which ultimately are to make the wealth of the country. For unnumbered ages the fertility of the mountain slopes has been washed into them. Their soils, grown to a depth of many feet, are surpassingly rich, and even without artificial cultivation yield an amazing annual harvest of the stock feed which is the chief product of the country and the support of its main industry. Seeded to the alfalfa plant and fructified by irrigation, which in most such situations is a mere matter of industry, the natural production of the soil is easily quadrupled, and a space of a few acres-with a little freedom upon the outside range-may be made to support a surprising weight of stock.

Every local condition marks the Klamath region as a stock country. The high elevation, with its accompaniment of early and late frosts, renders general agriculture out of the question. Potatoes do well in many places; apples grow in part of the great plateau which forms great beauty and perfection in some sit-the eastern slope of the Cascade and untions; the hardier vegetables may be successfully grown almost anywhere: to the Blue Mountains and eastward far even the peach tree manages to live and mature its fruit in a few specially favored Southern Idaho. Politically it is part of nooks, But speaking broadly, the main production of the country-the thing which in all situations and in all seasons may be depended upon in abundance and . its shorter and easier lines of transport lie in unrivated quality, is stock feed. There to the south rather than to the north, and is no other use to which the land can be this fact has served in times past and put that is half so profitable. The experpresent to affiliate it closely with the lence of the country has demonstrated markets of San Francisco. Colloquially this beyond a doubt; and upon the basis Southeastern Oregon means all that part of this established fact the energy of the country proceeds. There is, indeed, no cade Mountains and below the Southern other productive industry in the country besides the stock business. Storekeepers, ties, including the vast territories of lawyers, bakers and candicatickmakers there are in the country, to be sure, but directly or indirectly they live by the stock industry. Literally it is the steer that feeds them all. And under any probof the state, scantily populated and al- able or possible development of the coun-

The atmosphere of ploneer conditions is over all this country. The state of the roads, the local habits of speech, the stalwart self-sufficiency and independence of the people, the simple dwellings, still in many instances made of logs, the openair washroom outside the kitchen door, where one makes his breakfast toilet after cracking the ice in the waterpallthese facts and others speak with emphasis of primitive ideas and primitive habit. Hospitality, after the cordial fashion of new countries, very commonly takes the liquid form. But withal, the country is not new. I find men and women of native birth. with children of their own; and in one instance I have met a blooming grandmother proudly a daughter of the soil. "For 40 years," said a local patriarch to me yesterday, "this country has been my home, and I wouldn't swap it for any other on the round earth." And thereby hangs an interesting history; but it must wait for another writing. A. H.

Electrical Plants About Dallas to Be

Controlled by One Concern. DALLAS, Tex., Oct. 14.-The sale of the Dallas Ice Factory, Light & Power Com-pany to a Kansas City man is believed be another move toward the merging of all the electrical plants of this city, and many of those in the surrounding towns and cities of Texas. Already a cor cern known as the Dallas Electric Cor-poration, and chartered in New Jersey, with a capital stock of \$8,500,000, in said with a capital stock of \$5,500,000, in said to have absorbed the Dallas Electric Light winds may be expected between the coast the steamer. The whaleback went down ower Company, the Rapid Transit Street. Railway Company and the Consolidated Street-Railway Company, with an ultimate

intention of building a network of inter-urban lines within a radius of 100 miles of Dallas, which district has a population of over 1,000,000 inhabitants. A Boston concern has acquired several valuable franchise, for a metropolitan street-rallway system in Dallas, within the last few months, and has installed part of the system. Inter-urban lines are in operation between Dallas and Fort Worth, distance of 30 miles, and between Deni-

son and Sherman, nine miles, A representative of an Ohio corporation which has several hundred miles of electric lines in operation in Ohio, Indiana and Michigan has presented a proposition to a meeting of the Sherman business men for the building of an electric line be-tween Sherman and Waco, via Dallas, to cast \$3,000,000. It was stated that the projectors had an ultimate object of ex-tending the road to Austin, and the construction of frem 10 to 20 feed lines of from 20 to 40 miles to connect with the main or Sherman-Austin line. The proposition is being considered by a committee

SAMAR IS NOW PEACEFUL General Fred Grant Is Satisfied Hostilities Are at an End.

SAN FRANCISCO, Oct, 14.-Speaking of conditions on the Island of Samar, Gen-eral Fred D. Grant, who has just returned from the Philippines, said in an interview: "Samar is enjoying the first period of peace that it has ever known, and I am entirely satisfied that the inhabitants of the islands will not attempt to make any further trouble for our Government. Now that they have been forced by the stress of military operations to cease their hostility the natives for the most part seem actually and absolutely contented with the new order of things.

"When I first went to Samar it was a case of fight your way everywhere and protect yourself while so doing. A soldier could not venture much out of halling dis-tance of even the conquered towns with-out being set upon and killed by savage natives. Now an American can go any-where and go unarmed.

"The Moros, of course, will commit acts of depredation now and again, but it needs only a strong police force to hold them in check. A little trouble may also be expected from the natives of the Sulu group, who are more ignorant than those

on the other islands." General Grant paid a high tribute to the services in checking the cholera epi-demic rendered by Surgeons Reno, Sargent, Pinto, Dekraft and Stockdale,

OLD PRISON-SHIP FOUND. Famous British Craft Discovered at the Brooklyn Navy-Yard.

NEW YORK, Oct. 14.-After lying buried for over a century, the famous English prison-ship Jersey, in which several Amercans were martyrs while the British held New York in the days of the Revolution, has been recently discovered at the Brook-lyn navy-yard by the workmen who are putting up the launching stays of the battleship Connecticut. Historical assoclations have been searching for the Jersey for 30 years. The half-burned hull of the ship is lying under 12 or 14 feet of dirt and water, and is in perfect condition.

FOR DISTRESS AFTER EATING

Take Horsford's Acid Phosphate. regions were uplifted, the pressure, plain-ly, was from the east and the west. The

CAUSE OF THE COLLISION

INVESTIGATION OF HASSALO-CY-PROMENE ACCIDENT.

Local Steamboat Inspectors Taking Testimony on Both Sides-Fairport Sails With Wheat Cargo.

Captain Edwards and Mr. Fuller, local United States inspectors of hulls and boilers, began an investigation yesterday morning of the collision between the British ship Cypromene and the river steamer Hassalo. The collision occured near Cof-fin Rock, at 1 o'clock on the morning of October 5. The ship was lying at anchor for the night, being on her way down the river with a cargo of wheat. As a result of the encounter, the bowsprit of the ship tore a big hole in the side of the steamboat's cabin. It was to discover if the officers of the Hassalo were to blame that the investigation was called. J. Couch Flanders appeared as attorney for the owners of the Cypromene, and Henry Conners for the steamboatmen.

The witnesses were questioned as to the condition of the weather at the time of the accident and the requirements of the law in the matter of lights, signals, etc. The first witness called was Captain Edward Sullivan, of the Hassalo. Shortly before the accident, he had turned the boat over to Pilot Barton, but had not retired. The weather, Captain Sullivan said, was not thick, except at times, where the log lay in heavy banks on the river. It was in such a bank that the Cypromene was anchored. Captain Sullivan admitted that the ship had out her anchor lights, but the fog was so thick that the light could not be discovered until the vessels were close upon each

Pliot Barton corroborated Captain Sullivan's remarks about the weather. He said that when the ship loomed up out of the fog every effort was made to clear her, but the steamer swung her port side her, but the steamer swung her port side against the bowsprit of the vessel, which tore out much of the woodwork, watchman of the Hassalo, Second Officer Davey, of the Cypromone, and a sailor of the ship, also gave evidence as to the weather and conditions at the time of the collision. Captain Roberts, of the Cypromene, was present, but did not testify, as he was a passenger aboard the Hassulo en route to Astoria to join his ship. in his berth when the accident. The investigation will be concluded by the inspectors this morning.

NOVEMBER WIND AND WEATHER. What May Be Expected in the Pacific Next Month.

The North Pacific Pilot Chart for November gives the following forecast of wind and weather in the North Pacific

Ocean for the next month: The chart of normal pressure for Noember shows an area of high barometer (maximum pressure 30.20 inches), central in latitude 30-35 deg. N., longitude 120-140 deg. W. Around this area the winds cir-culate in the same direction as the motion of the hands of a watch, northwesterly and northerly winds prevailing be-tween the maximum and the coast; northeasterly and easterly winds (the NE. trades) on the southern slope; southeasterly and southerly winds to the west of the maximum; westerly and northwester-ly winds along the northern slope. In direction the trades will vary from NE. along the meridian 125 deg. W. to ENE. in mid-ocean. From 140 deg. W. to 140 deg. E, the freshest and steadlest trades will be found between the parallels 10-15 deg. N.

Along the American Coast north of 40 deg. the winds will go from SE. (with falling barometer) to NW. (with rising barometer). Immediately under the coast the most frequent direction will be SE., inclining to SW, beyond the meridian of 125 deg. Gales of force eight or over may be expected, setting in at SE, with fall-ing barometer and dying out at NW. South of 40 deg, and east of 120 deg, the majority of the winds will come from the NW. quadrant; beyond 130 deg. from the SW. quadrant.

and a line drawn from 35 deg. N., 130 deg. W., to 16 deg. N., 165 deg. W. Southerly and southwesterly winds will prevail throughout a belt extending from the equator to 10 deg. N. and from the American Coast to 120 deg. W.

Occasional cyclonic storms of no great intensity (gales of force 10) may be expected between the parallels 10 deg. and 20 deg. N. along the sailing route from San Francisco to the line and return, An elongated trough of low barometer lies to the southward of the Aleutian Islands. Around this trough the circulation of the winds is cyclonic or contrary to the motions of the hands of a clock. The two circulations, cyclonic (around the low) and anticyclonic (around the high), thus unite in giving to the winds over

the northern half of the ocean a westerly

Two or three typhoons may be expected during November. During December their frequency is less. The typhoons of these months are expecially severe. One of the earliest signs of the approach of a typhoon is the apparent failure of the barometer to respond to the diurnal oscil-

China, from Hong Kong to Shanghai, 9 per cent, i. e., 9 hours in each 100; East-ern-Sea and Guif of Pechili, 8 per cent; Gulf of Alaska, south of 55 deg., 9 per cent; American Coast, Puget Sound to San Francisco, 20 per cent; San Francisco to Cape San Lucas, 19 per cent.

The Winter area of high pressure central over Continental Asia is now well established and the anticologic effectivities.

tablished, and the anticyclonic circulation to which this area gives rise covers the China and Celebes Seas, the Philippine Islands and the eastern coast of Asia as far north as Shanghai, with the NE. (Winter) monsoon. Beyond this point the prevailing direction of the wind will be north to NW. In the vicinity of the mainland the monsoon exhibits a marked tendency to follow the trend of the coast. Here it also weakens slightly by night, and at the same time blows somewhat offshore, bften permitting a vessel close under the land to make way northward against it. The monsoon brings thick weather and rain along a weather shore. A rising barometer foreruns an increase in strength, a falling barometer a de-

FAIRPORT SAILS WITH WHEAT. Iwo More Grain-Carriers on the Way Up the River.

The Fairport left down the river at 1 o'clock yesterday, in tow of the Ocklahams. The ship has a cargo of 122.871 bushels of wheat, valued at \$81,062. She was loaded by Balfour, Guthrie & Co., and is bound for Queenstown for orders. The steamer Thompson is on the way up the river with the Adolf and the Madagascar, both of which arrived in Sunday morning. The Adolf to a German ship of 1651 tons, in charge of Captain Schipp mann. The ship sailed from San Fran-cisco September 25. She is under charter to Balfour, Guthrie & Co., to load wheat for the United Kingdom. She gets a rate of 25 shillings. The Madagascar, a British bark of 1996 tons, Captain Smith, master, sailed from Algoa Bay June 16. She was taken by the Northwestern Warehouse Company, at 28s 9d, also for wheat

LOW WATER IN WILLAMETTE. River Probably at Bottom Stage for This Season.

The river is now at what will probably rains are apparently about to set in. Yes-Willamette at this point regis-foot above zero, when the tered 1.5 foot above zero, when the measurement was taken by the Weather

Bureau. Since the 8th of the month there has been some fluctuation, running from five-tenths of a foot to two feet above low water mark, according to the time of the tide, the river reading being taken of the tide, the river reading being taken at the same hour each day. The tide is about a foot less than it was a year ago, the records of Forecast Official Beals showing that in October, 1901, the range was between 1,6 and 2.7 feet. The lowest water last year was on October 21 and 22, when the river stood only four-tenths of a foot above the zero mark. Lowest water readings in preceding years were as folreadings in preceding years were as follows: In 1900, 2.1 feet above, on October 14; in 1899, 2.3 feet above, on October 14; in 1898, seven-tenths of a foot above, on Octo ber 25: in 1897, four-tenths of a foot above, on October 21: in 1895 there were zero readings on October 15 and 16, and in 1895, on October 17, the Williamette registered one-tenth of a foot below low water mark. Should the expected rains come now, a rise of from three to five feet may be looked for in November.

FAITH IN PILOT EMKEN.

Captain Anderson Wants Him Again Bring In Ship.

ASTORIA, Or., Oct. 14. — (Special.) — Before leaving San Francisco for this port, Captain Anderson, of the steam-ship Poplar Branch, wrote to the representatives of the river pilots here re-questing that Pilot Henry Emken might be selected to take his vessel up and down the river. Captain Anderson ex-plained this request by stating that when he was here in command of the Almon Branch his vessel met with quite a seri ous accident and Captain Emken was acting as pilot at the time. To show that he did not in any way blame Emken for the accident he desired to be under his protection again. The quick trip of the Poplar Branch up the river evidently justified Captain Anderson's confidence.

LONDON IS ALARMED.

Suspects Morgan of Trying to Get Control of the Port.

NEW YORK, Oct. 14 .- J. P. Morgan is now charged with endeavoring to control the port of London, cables the London ondent of the Tribune. The names of J. P. Morgan & Co. and the Atlantic Transport Company appear among the list of signatures to a regulsition to the Lord Mayor which has resulted in the calling of a Mansion House meeting for the purpose of discussing the best means of bringing London docks up to date. This is regarded by some of the newspapers as a suspicious step on the part of the ship-ping combination, and Londoners are serlously urged to take care that the meet-ing does not give Mr. Morgan control over the port of the capital of the British

Lake Steamer Founders.

ASHTABULA, O., Oct, 14. - The wooden steamer C. B. Lockwood, bound for Buffalo, foundered last night about 15 miles off this pert, during a heavy storm. The captain and crew succeeded in launching two boats just before the steamer went down. One of the boats containing the captain was picked up near the harbor this morning. The other boat has not yet been heard from. Tugs and lifesavers are searching for the missing boat, which contained 10 members of

The Lockwood was a freighter owned by the Gilchrists, of Cleveland. She was 285 feet long, and commanded by Captain Cassius French.

Nokomis Londing at St. Helens. ST. HELENS, Or., Oct. 14.-The four-masted schooner Nokomis, of San Francisco, is loading with lumber at Muckie's dock. The capacity of the vessel is 700,-000 feet, and this will be the largest shipment of lumber yet made by the St. Hel-ens Lumber Company. The schooner was chartered through the agency of James Laidlaw, British Consul at Portland, and the lumber will be shipped to Valparaiso, Chile.

Whaleback Barge Sinks.

SAULT STE. MARIE, Mich., Oct. 14. Whaleback barge No. 129, owned by the United States Steel Corporation, was struck by collision with the steamer in deep water and is a total loss. The barge was valued at \$60,000. She board some 2200 tons of ore, worth \$10,000

Arrested for Stealing Watch.

PENDLETON, Or., Oct. 14 .- (Special.)-W. Eppinger, claiming to be of a good San Francisco family, was arrested here today for stealing a watch from M. Monteith, proprietor of the Maze saloon, Eppinger pretended to be the agent of an adverticing firm which placed busines cards in public places, and secured several orders for which he collected in advance before his arrent.

Repairs on Grace Dollar Completed. ASTORIA, Oct. 14.-(Special.)-The repairs to the crank shaft of the cteam schooner Grace Dollar were completed this morning by the Astoria Iron Works, and she left out at 10 o'clock for Sar

Marine Notes.

The Chile loaded wheat at Oceanic dock, and the Dimsdale took flour at the mills yesterday.

The Indrasamba will begin taking our her general Asiatic cargo at Alnaworth Acting Shipping Commissioner Barnes

shipped a crew for the barkentine Ama-zon yesterday. Ballast ships working were the Pass of

Brander, at Greenwich dock, and Magdalene, at the Sand dock. The John Cooke, at Columbia dock No.

1, and the Copley, at Greenwich, were dis-charging European cargo yesterday.

Domestic and Foreign Ports. ASTORIA, Oct. 14.—Arrived down at S A. M.—Barkentine Quickstep. Sailed at S A. M.—Steamer Grace Dollar, for San Francisco. Left up at 10:40 A. M .- British bark Madagas car and German ship Adolf. Arrived at 12 M. and left up at 1:40 P. M.-Steamer Lakme. from San Francisco. Arrived at 1:40 and left up at 4 P. M.—Steamer Despatch, from San Francisco. Condition of the bar at 4 P. M., obscured; wind southeast; weather foggy.

San Francisco, Oct. 14 .- Sailed -- Barkentine Addenda, for Portland. Redondo, Oct. 14.—Arrived 13th—Schooner Maria E. Smith, from Portland. Queenstown, Oct. 14.—Arrived 13th—British ship Lord Shaftesbury, from Portland. New York, Oct. 14.—Arrived—Grosser Fuerst, from Bremen and Southampton. Sailed—Kaiserin Maria Theresa, for Bremen, etc.

Bremen, Oct. 14.—Arrived—Kaiser Wilhelm ler, Grosse, from New York, via Plymouth and Sydney, Oct. 14.-Arrived previously-Fereric, from Vancouver, B. C. Auckiand, Oct. 14.—Arrived previously—Ven-tura, from San Francisco, via Honolulu. Glasgow, Oct. 14 .- Arrived-Mongolian, from

Hoquiam, Wash., Oct. 14 .- Arrived 12th-Schooner Susie M. Plummer, from San Fran-cisco for Aberdeen. Salled 12th-Steamer New burg, from Aberdeen for San Francisco. Tacoma, Oct. 14. - Arrived - Britis Tacoma, Oct. 14. — Arrived — British ship Powys Castle, from Seattle; steamer Dirigo, from Alaska. Sailed—British ship Carnarvon Bay, for Seattle; schooner Hero, for fishing

Seattle, Oct. . 14.-Arrived-Steamer Santa Ana, from Valdes. Salled-Steamer Oregon, for Nome: steamer City of Seattle, for Skag-way; U. S. transport Warren, for Tacoma. Rotterdam, Oct. 14.—Arrived—Noordam, from New York, via Boulogne.

New York, via Houlogne. San Francisco, Oct. 14. Balled-Steamer Ti-tania, for Nansimo, barkentine Addenda, for Portland. Arrived-Steamer Umatilla, from Portland. Arrived-Steamer Umatilla, from Victoria; steamer Chiikat, from Pyramid Har-

bor.
Moville, Oct. 14.—Arrived—Ethiopia, from
New York, for Glasgow and proceeded.
Lizard, Oct. 14.—Passed—Philadelphia, from
New York, for Southampton.

ALL IS PART OF SALOON

RESTAURANT DEPARTMENT COMES UNDER SAME LAW.

Judge Hogue Makes Important De cision on 1 o'Clock Closing Law in Quelle Case.

It was decided yesterday by Municipal Judge Hogue that the word saloon covers the whole of the rooms operated as the Quelle saloon and restaurant, in the case of J. Schlenk, one of the proprietors of the Quelle, charged with violating city ordinance No. 10,904, in keeping open his saloon within the prohibited hours of 1 A. M. and 5 A. M. Schlenk was fined \$25, as it was his first offense, and as the present is the first attempt for a long time to enforce the law.

The evidence by Police Sergeant Church was that he entered the Quelle by the Stark-street door about 1:55 A. M., October 5, and on passing to the grillroom he saw four men eating crawfish and drinking beer. "According to the evidence, there was foam on the beer, showing that it had been recently sold," went on the Judge, in his statement, passing sentence. The defendant admitted that these persons were in the grillroom at the hour stated, but asserted that the grillroom was not a saloon, but a restaurant, and that he was not violating the ordinance in keeping open the grillroom. He also insisted that no beer or liquor had been sold after 1 A. M. There seems to be no question that both the grillroom and the private boxes constitute a part of the deendant's saloon, and that the ordinance is violated by the keeping open of any door leading to any of the rooms. It has been held that a room connected with a saloon, where intoxicating liquors can be served on prohibited days, and where liquors are served occasionally or habit-ually on ordinary days, is part of the saloon, and to keep it open on a prohib-ited day is a violation of the statutes." The Judge read other legal authorities in support of his decision that the Quelle grillroom is a part of the Quelle saloon. J. Leswig, a saloonkeeper on Seven-teenth street, near Petrygrew, was fined \$25 yesterday by Municipal Judge Hogue, charged with keeping open his saloon for business after 1 A. M. Leswig was arrested by Policeman Nelson

DAILY CITY STATISTICS.

Births.

October 8, boy to the wife of Leonard H. De Firde, 10 East Fourteenth street. October 3, girl to the wife of Edward C. Goddard, 492 Mill street.

Contagious Diseases. October 14, George V. Van Waters, East Mor-ison and East Twelfth streets; typhold fever, October 14, Lans Olsen, 531 Everett street; malipox. October 14, Floyd S. Potter, 845 Union ave

October 18, Donald Randall, 74 East Twenteth street; diphtheria.
October 11. Carl Miller and Mina Miller,
Union avenue and Russell street; scarlet fever.
October 11. A. Cockren. 309% First street; typhold fever. Denth.

October 11, John B. Clark, 63 years 2 month 27 days, St. Vincent's Hospital; internal of struction.
October 12, infant daughter of J. I. Burtchall, October 12, infant daughter of J. I. Burtchan, 7 days; congested heart disease.
October 10, Jacob Klein, 64 years 3 months 1 day, on steamer Columbia; valvular disease of heart.
Building Permits.

Russell & Blyth, two-story dwelling, Thur-man, between Thirty-second and Rugby; \$3500

Sidewalk Permits. Contractor, Fifth and Mill; 30 feet cement. A. J. Farmer, Second and Lincoln; 133 feet I. Hill, Nineteenth and Schuyler; 50 feet G. H. Weidler, Sixteenth and Thurman; 224 et cement. Total, 357 feet cement.

Marriage Licenses.

Robert C. Prindle, 24; Charlotte M. Cady, 17. Frank S. Grant, 28; Belle Brankey, 25, Prank C. Wilson, 32, Wasco Co.; Gertrude May Davis, 21. Albert George Derry, 21; Allie Eugene Jan-

Real Estate Transfers. Sheriff, for L. M. Parrish et ux., to Louis Goldsmith, lots 8, 9, block 1, Gold-smith's Add. 2200 Sheriff, for A. Wing et al., to Louis Gold-smith, lots 6, 7, block 8, Goldsmith's 1985

smith, lot 8, block 171, Goldsmith's Add.

Thomas Scott Brooke to Loren Seward, lot 4, block 3; lot 4, block 6; lot 4, block 8; lots 15, 16, block 9; lots 9, 10, block 20; lot 1, block 23, Lincoln Park Annex, 1 Jessie G. Baker and hussband to E. S. Snelling, lot 7, block 216, Holladay Add. David F. Smith and wife to Jessie G. Baker, same property

J. H. Bradley to Allee M. Bradley, lot 14, block 30, Multnomah.

W. H. Wehrung, admr., to Fiora M. Lyons, lot 1, block 80, West Portland Park

C. M. and C. Ogden to G. B. and H. E. Holt, N. 24 acres of N. E. ¼ of N. W. la, sec. 15, T. 1 S., R. 3 E. 1250

CATARRH OF THE STOMACH. A Pleasant, Simple, but Safe and Effeetual Cure for It.

Catarrh of the stomach has long been considered the next thing to incurable. The usual symptoms are a full or bloating sensation after eating, accompanied sometimes with sour or watery risings, a formation of gases, causing pressure on the heart and lungs and difficult breathing, headachee, fickle appetite, nervous-ness and a general played-out, languic

feeling.

There is often a foul taste in the mouth, coated tongue and if the interior of the stomach could be seen it would show a slimy, inflamed condition.

cure for this common and obstinate trouble is found in a treatment which causes the food to be readily, thoroughly digested before it has time to fermen and irritate the delicate mucous surfaces of the stomach. To secure a prompt and healthy digestion is the one necessary secured the catarrhal condition will have

disappeared. According to Dr. Harlanson the safest and best treatment is to use after each meal a tablet, composed of Distase, Asep-tic Pepsin, a little Nux, Golden Seal and fruit acids. These tablets can now be found at all drug stores under the name of Stuart's Dyspepsia Tablets, and, not being a patent medicine, can be used with perfect safety and assurance that healthy appetite and thorough digestion will fol-

low their regular use after meals.

Mr. R. S. Workman, Chicago, Ill.,
writes: "Catarrh is a local condition fesulting from a neglected cold in the head, whereby the lining membrane of the nose becomes inflamed and the polsonous discharge therefrom passing backward into the throat reaches the stom ach, this producing catarrh of the stom ach. Medical authorities prescribed for me for three years for catarrh of stom-ach without cure, but today I am the happiest of men after using only one box of Stuart's Dyspepsia Tablets. I can not find appropriate words to express my good feeling. I have found flesh, appe-tite and sound rest from their use." words to express my Stuart's Dyspepsia Tablets is the safest preparation as well as the simplest and most convenient remedy for any form of indigestion. Catarrh of stomach, billousour stomach, heart burn and bloat-

"ALL WRIGHT FOR MORE THAN HALF A CENTURY" Mc MUNN'S

way, lot 7, block 216, Holladay's Add...
Lydin A. Carter and husband to L. B.
Rauffman, lot 3, block 7, Wild Rose
Add...

Wm. M. Ladd and wife to James Buck,
lots 12, 13, block 1, Salisbury Hill...

Point View Real Fat. Co. to Elizabeth
W. Wilcox, loth 13, 20, 21, 22, 19, and
N. 10 ft. lot 18, block 4, Petint View ...
L. H. Clarke to Julia Rigner, lot 3, E.
½ lot 2, block 2, Gresham...
lone S. Shute to B. M. Sumner, 25 ft.
of W. end of lot 5, and 12 ft. off E. end
of lot 4, block 63, Stephens' Add...
Co-Operative Inv. Co. to C. E. Hammond.
lot 20, block 2, and lot 6, block 3, and
lot 22, block 64, Highland Park...

E. L. Hole and wife to B. Y. Casper, lot
10, block 10, Miller's Add. to Sellwood
G. A. and G. I. Brodie to F. A. and N.
E. Rugg, lots 1, 2, block 5, Kinzel Park
P. A. and S. I. Dalley to O. W. P. &
Ry. Co. E. & S. E. & sec. 15, T. 1 S.
R. 3 E., 12 acres...

C. A. Straus to L. E. Straus, lots 9, 10,
block 2 Sunnyside...

J. F. and S. L. Chare to M. F. Duff. 3
acres, sec. 20, T. 1 S. R. 4 E., being
S. E. of W. H. Maxwell's D. L. C.
A. and K. S. Rasmussen to A. L. Downs,
lot 15, block 33, Multnomah...

For Guaranteed Titles

For Guaranteed Titles See Pacific Coast Abstract, Guaranty & Trust Co., 204-3-6-7 Failing building.

Delay in Sale of Payallup Lands OREGONIAN NEWS BUREAU, Washington, Oct. 14.-There will be a delay of ive or six weeks in beginning the sale of the reappraised lands in the Puyallup addition to Tacoma, as the department is preparing detailed instructions govern-

To regulate the stomach, liver and bow-els, and promote digestion, take one of Carter's Little Liver Pills every night. Try them.





and Stomach Diseases, Catarra, Malaria, Bad Memory, Dixxiness, Hendache, Coated Tongue, Palpitation of the Heart, LaGrippe and Rheu-matism. 10 days' trentment free. All Drug DR. W. S. BURKHART, Cincinnati. 0

An Absolutely Novel Compound GORHAM SILVER POLISH Has taken years of effort to perfect Is excelled by no other in the world All responsible as cents a package

Heart Disease

retards the circulation, weakens the stomach, deranges digestion, pollutes the blood, destroys the nervous force and saps the vitality of the whole system. It causes pains in the side, palpitation, shortness of breath, smothering, dropsical swellings, sinking spells, and frequently ends all suffering in sudden death. Why tempt death when a cure is within easy reach?

"My head would get so hot it seemed to be burning up, while my feet were like ice. My limbs would swell and get numb. I had to sit in a chair day and night for months and my heart throbbed and pained me terribly. After using three bottles of Dr. Miles Heart Curo I could do a good days work."

J. M. Maclay,
Shippensburg, Pa.

Dr. Wiles' Heart Cure

never fails to relieve, and few cases are too severe for it to cure. Sold by druggists on guarantee.

Dr. Miles Medical Co., Elkhart, Ind.



THE PALATIAL OREGONIAN 700 380

and the same of th Not a dark office in the building; absolutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation. Ele-

vators run day and night. AINSLIE DR GEORGE Physician ... 413-414 AUSTEN, F. C., Manager for Oregon and Washington Bankers' Life Association of Des Moines, Ia. 502-503
BAKER, G. EVERT, Attorney-at-Law... 667
BANKERS LIPE ASSOCIATION, OF DES
MOINES, IA.; F. C. Austen, Mgr... 502-503 BERNAHD, G., Cambier Pacific Mercantile

BINSWANGER, OTTO S., Physician and BROCK, WILBUR F., Creams 501
BROWN, MYRA, M. D. 313-314
BRUERE, DR. G. E., Physician 412-413-414
CAMPBELL, WM. M., Medical Referee Equitable Life

CHICAGO ARTIFICIAL LIMB CO.; W. T. CORNELIUS, C. W., Phys. and Surgeon... 204 COLLIER, P. F., Publisher; S. P. McGuire, Manager Manager 415
COUNTY PHYSICIAN 463
COX, RALSTON, Manager American Guar-

EQUITABLE LIFE ASSURANCE SOCI-ETY; L. Samuel, Manager; G. S. Smith,

GEARY, DR. E. P., Phys. and Surgeon...406 GILBERT, DR. J. ALLEN, Physician, 401-402 GIESY, A. J., Physician and Surgeon, 703-710 GILGERT, DR. J. ALLEN, Physician, 401-402 GOLDMAN, WILLIAM, Manager Manhat-

LITTLEFIELD, H. R., Phys. and Surg....206
MACKAY, DR A. E., Phys. and Surg...11-712
MANHATTAN LIFE INSURANCE CO. OF NEW YORK; W. Goldman, Mgr.....200-210 MARSH, DR. R. J., Phys. and Surg....404-4 McFADEN MISS IDA E., Stenographer ..

McGINN, HENRY E., Attorney-at-Law.311-12 McGUIRE, S. P., Manager P. F. Collier, METT, HENRY218
MILLER, DR. HERBERT C., Dentist and Oral Surgeon (88-609
MOSSMAN, DR. E. P., Dentist. 513-514
MUTUAL RESERVE LIFE INS. CO.; Mark T. Kady, Supervisor of Agents. 604-605 NICHOLAS, HORACE B., Attorney-at-Law.716

Mercantile Co. 211-2-2 OREGON CAMERA CLUB214-215-216-217 OREGON INFIRMARY OF OSTEOPATHY

QUIMBY, L. P. W., Game and Forestry SMITH, GEORGE S., Cashler Equitable STOW, F. H., General Manager Columbia Telephone Co..... SURGEON OF THE S. P. RY. AND N. P.606

THRALL, S. A., President Oregon Camera

WILSON, DR. HOLT C., Phys. & Surg.507-508 WILLAMETTE VALLEY TELE, CO......613 WOOD, DR. W. L., Physician 412-413-414 Offices may be had by applying to the superintendent of the building. room 201, second floor.

MEN NO CURE

THE MODIERN APPLIANCE.—A positive may to perfect manhood. The VACUUM TREATMENT curses you without medicine of all nervits or diseases of the generative organs, such as lost manhood, exhaustive drains, varicoccele, impotency, etc. Men are quickly stored to perfect health and atrength. Write for circular. Correspondence confidential. THE HEACTH APPLIANCE CO., room 47-48 fafs Deposit building. Seattle, Wash.

