# SMITH RIVER CORNERS

Most Northern Town in California, the Center of an Extensive Dairy District, Edge of Redwood Timber, and Outlet of Copper and Chrome Mines.

Great Redwood Forests.

The redwood timber adjoining the town

is a virgin forest, no lumber ever having

been cut from it, and it has lately passed

from small owners' hands into those of a

syndicate headed by J. S. Owens, of Eau Claire, Wis. It is probable that they will

not let it lie idle but will erect sawmilis

for its manufacture. It is more than likely

that they are interested in the rumored

Chetco, 14 miles to the north, or the build.

mart town, called Altaville, at the miner

from the mines to Smith River Corners, years ago. There is no doubt but that

with cheaper transportation these mines will be again operated, and Smith River

contar

ply

River

sumed next year.

SMITH RIVER CORNERS, Oct. 28-, valley, having low banks on each side, un-Special correspondence.)-"Smith River til it reaches the redwood hills, when the (Special correspondence.)-"Smith River hills comes abruptly down to the water's Corners," or "Smith River," or "The Coredge. About five miles from here is an ners," which shall we call it? The name excellent site for a dam in the river, which at its lowest stage has a flow of about 50,000 inches. It could be carried Smith River belongs to a large stream which flows for a distance of 40 miles through Del Norte County and empties along the foothills in a flume, and be used to supply water for irrigation. When it reached Smith River Corners it would into the Pacific Ocean four miles west of here, and about 12 miles from Chetco Harbor, in Oregon. It is confusing to have the town and the river with the he capable of developing 200 horsepower. This power could be electrified and car-ried to distant points for use. There could same name, "The Corners" is a name given to the town years ago when a blacksmith shop was the only business be sawmills, flouring mills, shingle mills, box factories, barrel factories, furniture factories, woolen factories, etc., operated house, and it was located in the corner of the farm of Mr. Becksted, opposite where Wostbrook's store now stands. by electric power. An electric railroad could be built from Smith River Corners There seems to be a sentiment among the residents here against the name "The south to Crescent City, and power furnished for electric lighting there; and an electric railroad could be built to Chetco, residents here against the name Corners." To call it "Smith River Cororders, in call it shuth rayer cor-ners" makes the name too long for both speaking and writing. Why not get a new name? It might be named "Red-woods," "Del Norte," "Cove." or some other short name, and in order to seand the current furnished for electric lighting there. Wires could be run out into the redwood timber and saws be operated with compressed air, for felling the trees, and donkey engines be run for cure a change it is only necessary to pehauling in the loga. The cost of bringing tition the Postoffice Department to adopt a new name for the postoffice; or else in-corporate the town. This is an age of the foothills, and no wide guiches have to corporate the town. This is an age of progress, of inventions and economical methods of conducting business, and a progress, of inventions and economical methods of conducting business, and a mame convenient to the public would mark the undertaking is said to be entire praca new era in its history. tical.

#### Rich Resources Dormant.

Smith River Corners has a population of about 350, and at present depends upon being the distributing center of the dairy district embraced in the rich pasture lands in Smith River Valley, where are two large creameries and a desen or so dalries, and where over 2000 cows are deliv milked. Even if this were the only resource of Smith River Corners, it would always be a thriving town, and grow with the settlement of the country. But it has other valuable relying dormant which, when de-through the investment here of FOURCES capital, will cause it to grow by leaps and bounds and become a city of no small importance. In this line I shall briefly outline the effects upon the town of the lumbering of redwood, from the forests which almost touch its boundaries; of the opening up of the Low Divide copper and Chrome mines, only nine miles distant; of placing the salmon fishery at the mouth of Smith River and along the river in the hands of men who will so conduct it as to restore its productiveness of 15 conts ago; and of bringing the waters of Smith River out on the hillside, back of town and developing several thousand electric horsepower, which could be trans-

mitted all over the valley. To secure the development of these resources, now lying dormant, will require the combined and united efforts of the present residents of Smith River Corners, and plans should be formulated for inviting men of capital to take hold of enterprimes in such a way as to be not only a success financially, but clso a benefit locally. If the people are satisfied with seeing built a sawmill four or five miles from town and make no effort to have It located nearer; or are indifferent when the copper mines are opened and a rail-road is built to some other point for transporting the ore; and again are content to do nothing towards obtaining facts and figures showing the cost and possible profits of a water power from Smith River at Smith River Corners, then the town will in the future have nothing more to depend upon for prosperity than it has at

### **Openings** for Capital.

The residents of Smith River Corners are not wealthy, in fact the men who operate the dairies are the men of wealth, but they are up-to-date, enterprising citizens, and will take a pride in doing a part in advancing the interests of the town where they live, and where many of the dairymen reside and act in co-opera-tion to benefit the town.

In seeking to show up some of the un-developed resources I do so more particularly to attract men who have capital me and investigate than with any iden that the hints thrown out will bear THE MORNING OREGONIAN, FRIDAY, OCTOBER 31. 1902.

tract of land, being parts of the farms of Daniel Haight, Peter Mass, J. L. Becksted and Joseph Maris. Just to the west the hills rise quite abruptly, and on the sides of these elevations will be built the finest residences of a future city. The hills form a half-circle around the town, and when in the future the

the town, and when in the future the streets are lighted by electricity and ex-tend up the sides of the hills, the ap-pearance of the town at night will be brilliant. To the north and east is the somber green of the dense redwood for-ests on the hills; to the south the farm lands, and to the west the farming and lands, and to the west the farming and pasture lands and the waters of the Pa-cific Ocean. A railroad up the coast must pass either directly through the town, or only a mile or two to the west, between it and the ocean.

Rowdy Creek is a small mountain stream, which passes through the town, but out in the mountains it has picturesque scenery and is a good fishing stream for trout. At present Smith River is fordable dur-

ing the Summer months, and has a ferry during the Winter, but it is probable that a county bridge will be built in a year or so. There are several places where a perfectly safe bridge can be built for from \$29,000 to \$25,000. A successful county fair was held on the fair grounds here this month. Next then hid been no severe lesson to the horses and carriages some of them owned evidenced that civiliza-tion hid been no severe lesson to the original possessors of the soil. Women were seen dressed in silk, with

tallor-made gowns, who had tattoo marks on their chins, which is peculiar to a tribe here; and their children, almost white, equally well-dressed, wearing kid gloves, or sporting a cane, and in their conversation speaking excellent English. It would be an interesting comparison to have one of these Indian girls photo-graphed in a native Indian dress, and then again in the modern dress of civili-E. C. P. **zation** 

## railroad up the coast, so that their timber may be cheaply marketed. That is the DEAN DOUBTS BIBLE STORY only obstacle in the way, and with Gov-ernment improvements made at Crescent City Bay, 14 miles to the south, and at

Prominent Minister Would Drop Idea of Immaculate Conception.

ing of a const rallway, such obstacles would be removed. Then sawmills em-LONDON, Oct. 20 .- Very Rev. William ploying hundreds of men would be built, and a payroll means increased prosperity H. Freemantle, dean of Ripon, addressing a meeting of the Churchmen's Union on for any town. A coast railroad would mean many new sawmills at convenient points, which would open to market not only redwood, but fir, pine, oak, ash, the subject of "Natural Christianity created a sensition by suggesting that the idea of the immaculate conception should edar, spruce, myrtle and other woods. As far back as 1861, valuable deposits of be left out of account, because, except in St. Matthew and St. Luke, the virginal birth of Christ is not mentioned in the opper and chrome ore were discovered New Testament. The speaker then pro-ceeded to ask whether it was irreverent to in the mountains directly cast about nine miles, and considerable ore was taken out and shipped even as far as England, and believe that Christ in the matter of miryielded a profit. But the price of cop-per fell, and operations ceased, and have acles, such as raising the dend, etc., could not have failed to make a distinction befever been resumed. There was quite a tween death and various forms of uncon ws. With regard to the resurre and about 200 men were employed. A good tion, the dean of Ripon said he considered wagon road, which cost \$20,000, was built

that was meant spiritually, and not materially.

#### Big Shoe Firm Fails. CINCINNATI, Oct. 20 .- The Foreman

Corners will be the nearest source of sup-Shoe Company assigned today. Llabili-ties, \$76,000; assets \$40,000. The applica-tion for a receiver was made by an at-torney of Chicago. The reason given in Several years ago Hobbs, Wall & Co. built a railroad from Crescent City to this pince and operated it until a year or so ago, when the bridge across Smith the petition is that the Bradshaw Company and the G. A. Kantrowitz Co. becoming unsafe, it was taken both of Chicago, had assigned, owing to the Foreman Company, of Cincinnati, over \$40,000. J. A. Becker, of Chicago, down and trains ceased to run any farther than to Smith River, although the railroad still enters the town and the and others. including several Chicago depot is on the main street. The bridge will probably be replaced and traffic rebanks, joined in an application for a receiver.

Smith River Valley in the vicinity of this place is sheltered from the north To Reinforce Venezuelan Fleet. winds by a range of hills, and as a con-PORT OF SPAIN, Island of Tripidad. sequence the soil is warmer, and will grow successfully peas, beans, corn, to-matoes and all kinds of vegetables, and Oct. 20.-The Venezuelan transport Ossan, towing a schooner loaded with troops, is proceeding hence toward the Orineco also such fruits as apples, cherries, pears, plums and prunes, and there is a steady River. It is believed here that the vessels will there meet the Venezuekin warships and profitable market for them in parts of the valley not so favored. Peaches, apricots, grapes and similar fruits do

not do so well, and melons are uncertain. number of Europeane, for whose safety The present town is situated on a level great fears are expressed. 

# WHEAT GOES SOUTHWARD

#### PORTLAND WILL SEND 10,000 TONS TO CALIFORNIA.

To Help San Francisco Satisfy the Australian Demand-Hanitoba Wheat May Come West.

The movement of Oregon wheat to California will be on in full swing in a few days. Portland has been called upon to supply the San Francisco market with about 10,000 tons, and with the departure of the steamer Melville Dollar, of the Woolsey line, today, the first shipment of this lot will begin. The Melville Dollar will take about 2000 tons, and the steamer Robert Dollar, which was chartered by the Northwestern Warehouse Company, will carry the same amount of Oregon wheat southward. The latter steamer has not yet left San Francisco, but is expected to cave north very soon. Various amounts of wheat will be taken down by the reg-ular coasters, and it is probable that one A successful county ints month. Next the fair grounds here this month. Next year one is to be held at Crescent City, each town getting it every two years. Among the crowds attending the fair were quite a number of Indians, and the elegance of their dress, the freedom with which they spent their money, and the ine horses and carriages some, of country this year were favorable. There was a lack of late rains, however, and

another crop failure was the result. Aus-tralia will therefore draw heavily upon this coast for her grain supply. Some eight or ten ships have been chartered at San Francisca to load for the Antipodes, and the Celtic Chief was taken on the Sound a few days ago to carry wheat to Australia.

Owing to the change in the relation between the wheat prices on the Coast and at Chicago, it would not be surpris-ing if there were somewhat of a movement of wheat westward from the Northwestern grain fields. A San Francisco grain dealer is reported to have asked for in offer of 250,000 bushels of Manitoba wheat faid down on the Sound. The proph-ecy of J. J. Hill, of the Great Northern, will be realized on the day that some one finds it profitable to move wheat from the Northwest to this coast. It will be a great day for wheatgrowers in that sec-tion when they can choose between shipping their wheat westward or eastward.

Carrying Soldiers and Freight. Portland shipping men are invited to submit proposals for furnishing transportation of passengers and freight for the Army to and from San Francisco, Portland, Seattle, Tacoma and Manlia until June 30, next year. This is because the Government intends to dispose of its transports and let the business out to private parties. It is not likely that any shippers

here will bid on the business, The Steamer Quito, which has been chartered by Lainiaw & Co. to carry 2,000,000 feet of jumber to Manila for the Government, is now at Ladyrmith, B. C., loading coal for San Francisco. She will come here after discharging at the Bay city. The steamer is well known here, baving carried folder from this port to the Philippines several months ago. Cap-

Lumber for South Africa. The British bark Sussex, in ballast from Dunedin, arrived in at Astoria yesterday morning. She is under charter to the Pacific Export Lumber Company to load lumber for South Africa. She will carry about 1,100,000 feet from this port, new schooner Salem, which reached Astoria Wednesday, is chartered by the same company to carry 1,000,000 feet of lumber to Shanghal.

tain Shotion is her master.

The schooner Metha Nelson will leave down this morning lumber laden for Hile. She carries 200,743 feet, beaides 54,500 shingles and 13,100 lath. The value of her 54.509 cargo :: \$749L

#### Lumber Lost Overboard, Some lumber-laden vessel has met with

disaster according to information brought to San Francisco from Honolulu by the steamer Sonoma. A short time before the steamer left the Island port the Italian ship Wallacetown resched that harbor and Edyth B. Reyburn, East Seventh and Sell-M. D. Reed, East Sixteenth and Burnside. reported that in 15 north and 126 west F. C. Hotckerr, Second and Mende; 62 feet she salled through a quantity of lumber floating on the sca. The lumber was net To.al, 662 feet cement. and had only been in the water a short time. The crew of the versel said there Euroka Land Company to Multnema was a sufficient amount of it to make d leck lead of a large-sized schooner. County, 4 acres, section 16, Tg 1 N. R. 1 E. R. I E. R. Lea Barnes, trustee, to F. W. To:

### Astoria Marine Notes.

ASTCRIA, Oct. 20.-(Special.)-Captain Toys, of the British ship Allerton, which arrived in today, is a very ill man, al-though able to get on deck. A few days ago fresh vegetables and fruit were requested for him as he was unable to reliab the feed on board. He appears to be suffering with consumption.

During a very heavy squail at noon today the schooners Salem and Fannle Adele, and the barkentine John Smith, which were anchored in the stream opposite the city, dragged their anchors and went on the middle sands, where they will remain until the next high water. There is no dauger of either vessel receiving any damage.

#### Steamer Hyson's Fast Passage.

VICTORIA, Oct. 30 .- The steamer Hy-on, of the China Mutual Line, which arrived today, made a fast passage around the world from London to Victoria, via Port Said, Suez, Penang, Singapore, Hong Kong and Japanese ports. She was 67 days from London. The voyage from Yokohami was very rough. She left with thorne First Addition.
Scottish American Investment Company, Ltd., to George W. Fuller et al., lots 1, 2, block 84, Holiaday's Addition.
Hannah Bloom to Mathida Bloom et al., undivided one-third of lot 3, block 32; undivided one-third of lot 3, block 131, except strip off N, side 6 feet 8 inches wide; undivided one-fifth of lots 7, 8, block 114, etty a typhoon prevailing, and was belly buf-feted, and on Saturday and Sunday last a heavy westerly gale with mountainous seas tossed her about considerably, but the steamer sustained no damage.

#### Allerton Arrives With Rails.

The British ship Allerton, which arrived at Astoria yesterday, 145 days from Bar-row, brings 2000 tons of 60-pound rails for Morris & Whitehead's railroad. The ship arrived in charge of the first officer, Cap-tain Loye being sick. The first report that reached Fortland was that the captain was dead, as the vescel came in with her flag at half-mast. The Allerton is consigned to Balfour, Guthrie & Co., and is under charter to them to load wheat outward.

#### Steamer Capital City Floated.

TACOMA, Oct. 30 .- The steamer Capital lity, sunk in collision with the steamer Trader Tuesday night off Dash Point, was raised and floated today by two pile-driver scows being placed on either side of the steamer. She was towed to this port and beached, where temporary repairs will be made until she can be taken to the drydock at Quartermaster Harbor.

#### Price of White Star Line

LONDON, Oct. 30 .- It was officially anunced today that the purchase price of the White Star Line (on its joining the International Marine Company) is \$53,-497,190, of which \$15,736,190 is payable in cash: \$25,174,000 in preference shares and \$12,557,000 in common stock. The shareholders thus received over \$50,000 for each 3000 shares.

The steamer Lakme will sail north from San Francisco Monday with general cargo in the Woolsey line.

The lighthouse tender Manzanita will go to the Sound the early part of next week on a tour of inspection. Captain Calkins, lighthouse inspector, will probably go on

Captain Bermingham, supervising seven times its weight of solid, spector of steam vessels, will reach the city in a few days on his way from the East to his home in San Francisco. He healthy flesh! Why is this so? He

inspectory while here. The steamer Leelanaw sailed for San Francisco lart night with a cargo of flour.

itself the richest and most digestible of foods. iete des Volliers Dunkerquois, Dunkirk. The British ship Dovenby Hail, 1858 tons register, built by Palmars Company, Ltd., Newcastle, in 1885, and owned by Charler

gives strong appetite. Because Scott's Emulsion G. Dunn & Co., Ltd./ Liverpool, has been J. F. Arens, Bremen, Ior makes all good food do goodscintica and rheamatic pains; £10,750. opiates, non-laxative; never sold in bulk. strong stomach-strong diges-Domestic and Foreign Ports. ASTORIA, Oct. 20.-Arrived at 9:50 A. M. tion. British bark Surcex, from Dunedin, and British ship Allerton, from Cardiff, Artived down at 9:39 A. M .- Schooners Fanny Adels and John Smith, Artived down at 11:39 A. M. Because Scott's Emulsion -British steamer Indrasamba. Left up at 11:30 A. M.-British ship Clan Galbraith. Ar-rived at 2 and left up at 3 7. M.-Steamer wakes up the dormant system--Despatch, from San Francisco. Arrived at 2 P. M.-Schoener Forester, from Guayman, Con-dition of the bar at 4 P. M., moderate; wind southwest; weather hazy. San Francisco. Oct. 30.-Arrived at 7:15 A. new life to the tissues-so that the body uses it's food for bone making and flesh building. M -Steamer Alliance, from Portland, Saileda. -Steamer Alliance, from Pertland. Sailed-Schooner Cliver J, Olren, for Portland. SL Vincent, C. V., Oct. 30. -Parsed.-Abydos, from Tacoma, Corinto, etc., for Hamburg, Hong Kong, Oct. 20. -Sailed. Olympia, for Warner, State Stat We'll send you a little to try if you like. SCOTT & HOWNE, 409 Pearl street, New York. Liverpool, Oct. 30.-Sailed-Buenos Ayrean for St. Johns, N. F., Hallfax and Philadel Rheumatism phia. Liverpool, Oct. 20. - Arrived - Belgenland, from Philadelphia, RADWAY & CO.: Queenstown, Oct. 39 .- Salled-Westernland. for Philadelphia; Teutonie, for New York, New York, Oct. 30. - Arrived - Anchoria, from Giasgow, Saltid-Las Savoie, for Havre; Lau-renilan, from Clargow. off promises. Plymouth, Oct. 30.-Arrived-Columbia, from Ready: Belief I You can ever. You can faith in your BAKER, 929 J New York. Hamburg, Oct. 30 .- Arrived-Graf Waldersee, from New York. Southampton, Oct. 30 .- Arrived -- Southwark, from New York; St. Louis, from New York, Hogulam, Wash., Oct. 20.-Arrived-Steamer 200 10 inleyon, from San Francisco for Aberdeen. Seattle, Oct. 29.-Salled-British bark Sol-way, for Tacona, Salled 505-Steamer Far-silen, for Skazway Arrived-Schoener Inca, from Port Townsend; steamer Eureka, from Salled - British steamer Poplar Tacoma, Salled British steamer Poplar Branch, for St. Vincent, Tacoma, Oct. 30.-Arrived-Steamer Eureka, RADWAY'S READY RELIEF is a sure cu r every Pain, Sprains, Brujses, Pains in th ack, Chest and Limba from Victoria. Salled-British ship Wynnatay. for Durban; schooner Minnie A. Caine, for San Francisco. there is not that will cure gue and all other main-town billous and the fevers added by RADWAT'S FILLS, so unkly as RADWAT'S READY RILLEP. Sold by Drugglets. RADWAY & CO. 25 Fim Street. New York. Ague San Francisco, Oct. 75.-Salled-Steamer Ad-vent, for Cora Bay; steamer San Mateo, for Tacoma; schoeper Jennie Wand, for Core Bay. Artived-Stemmer Redondo, from Tillamook; n:honner Jestia Minor, from Coon Bay; schooner er Western Honte, for Coos Fay. Havre Oct. 20.-Arrived-La Tournine, from TOUR STERIES New York. Liverpool, Oct. 30.-Sailed-Merich, for Bos . Well ton, via Queenstown. DAILY CITY STATISTICS. HELENA, Mont., Oct. 4, 1902 Dr. C. A. Perrin, Helena. Dr. C. A. Perrin, Huters, Mont.: I wish to thank you for my rellef. I was suffering agonies Marriage Licenses. Ernest Giese, 28; Mrs. Bertha Schoubeck, 25, William F. Baker 27, Spokane; Gertrude S relief. I was suffering agonies from plice and was taking mor-phine to releve me, when, on the advice of a friend, I pro-cursed a bottle of your Petran File Specific and took a table-spoonful at night and another in the morning. At baity ast twelve noon my wife gave me another tablespontul, when my pain all stopped. In two days I was able to attend my regular buriness entirely releved. It was simply worderful. Truly yours. Denis, 29 Birth. October 25, girl to the wife of Leon Y. Keady, 624 Gantenbein aveoue Deaths. October 28, John Graham, 93 years, 439 Goldmith street; old rg-October 27, Ab Shoon, 25 years, Walla Walla. October 29, Frank Tarner, 59 rears, St. Vin-October 29, Frank Tarner, 59 rears, St. Vin-cent's Hospital, gunshot wound in head. October 20, John B. Glöret, 58 years, Base Line road; loss of blood, caused by laceration of femoral artery. Truly yours, JULIUS METHONFER, Further, Holena Contagious Diseases. Elsie Qunckenbush, 43 East Twenty-seventh: scarlet fiver. Frank Simmons, Sherlock avenue, near Nico lai street: typhold fever. HIRLINC 1HO Building Permit. W. P. Benedici, East Morrison, between East Tairty-seventh and East Thirty-eighth, two-story dwelling; \$1400. MANTAL-MIDY 1 3 5ª These tiny Capsules are superior Sidewalk Permits. to Baltam of Copalba hab your designat for it. If he can not supply I Wakefield & Fries, Third and Mill; 100 feet Cuhabsorlajectic FARYEL, walcfield & Fries, Sixth and Mill; 100 feet CURE IN 48 HOUR the same diseases witho

Mary Monastes, Fifteenth and Jefferson; 100 THEORIES ABOUT FOOD.

Real Estate Transfers,

R. Lea Barnes, trustee, to F. W. Torgier, parcel land, bounded N. by S. Une Lewis Love E. L. C., and S. by N. Une blocks 38 and 39, Woodlawn. Charles H. Fisher and wife to F. W. Torg-ler, lot 18, block 16, Riverside Addition to Albina Mattle E. Habn and husband to Prank A. Grimm, lot I. block I, Williams-Avenue Addition

Anna B. Drucks and husband to the Or

For Guaranteed Titles

See Pacific Coast Abstract, Gueranty & Trust Co., 204-5-6-7 Failing building.

Plans of Volunteers of America.

CHICAGO, Oct. 30.-General Ballington

Booth and the territorial commanders of

the Volunteers of America attending the council here have under consideration

plans for establishing training schools at

San Francisco, Chicago and New York. The schools will be for the training of

young men and women in evangelical work. Funds have been raised, and within

the next year the schools will be fairly

under way. The council is also revising certain rules regarding the appointment

and promotion of officers in the organization

Kills Himself to Atone for Accident.

Because Scott's Emulsion is

Because Scott's Emulsion

\$1400

141

1625

423

25

700

1000

Also a Few Facts on the Same Subject.

We hear much nowadays about health foods and hygienic living, about vegetarlanism and many other fads along the

Restaurants may be found in the large cities where no ment, pastry or coffee is served, and the food crank is in his glory, and arguments and theories galore ad vanced to prove that meat was never in-tended for human stemachs, and almost make uv bellevo that our sturdy ancestors who lived four score years in robust health on roast beef, pork and mutton must have been grossly ignorant of the laws of health.

Our forefathers had other things to do than formulate theories about the food they ate. A warm welcome was extended to any kind from bacon to acorns. A healthy appetite and common sense

are excellent guides to follow in the mat-ters of diet, and a mixed diet of grains, fruits and meats is undoubtedly the best. As compared with grains and vego-tables, meat furnishes the most nutriment in a highly concentrated form, and is digested and assimilated more quickly than vegetables and grains. Dr. Julius Remmon, on this subject,

inys: Nervous persons, people run down in health and of low vitality should eat ment, and plenty of it. If the digestion is too feeble at first, it may be easily corrected by the regular use of Stuart's Dyspepsin Tablets after each meal. Two these excellent tablets taken after mer will digest several thousand grains of meat, eggs, or other animal food, in three hours, and no matter how weak the stomach may be, no trouble will be experienced if a regular practice is made of using Stuart's Dyspepsia Tablets, because they supply the pepsin and diastase neces-sary to perfect digestion, and every form of indigestion will be overcome by their

That large class of people who come under the head of nervous dyspeptics should cat plenty of meat and insure its proper digestion by the daily use of a sufe, hurmless digestive medicine like Stuart's Dyspensic Tablets, composed of the natural digestive principles, pepsin, diastase, fruit acida and salts, which ac-tually perform the work of digestion. Cheap cathartic medicines, masquerading under the name of dyspepsia cures are useless for indigestion, as they have ab-solutely no effect upon the actual digestion of food.

Dyspepsia, in all its many forms, is simply a failure of the stomach to digest food, and the sensible way to solve the iddle and cure the dyspepsia is to make daily use at meal time of a preparation like Stuart's Dyspepsia Tablets, which is indorsed by the medical profession, and known to contain active digestive principies

All druggists sell Stuart's Dyspepsia Tablets at 50c for full treatment

Life

ous Headaches.

Dr. Miles' Anti-Pain

### They Gave Me Instant Relief.

The common affliction of all mankind is headache. From it few are entirely free. Dr. Miles' Anti-Pain Fills will cure and in most instances prevent headache of any kind or degree. If you cannot enjoy theatre going, car-riding, dancing, if you are subject to nausea from nervous excitement, the fatigues of travel or sight seeing, take an Anti-Pain Pill before an attack comes on and you will find that you can successfully ward off all disagreeable symptoms. Anti-Pain Pills are the best of remedies for backache, neuralgin, contain no

## CHICAGO, Oct. 20 .- After broading for 5 years over the accidental shooting of a friend, Henry Sweet, a farmer living in Bloom Township, near East Glenwood, has killed himself with the same shotgun that had ended the friend's life. The acci-dent for which the farmer apparently destred to atone occurred while Sweet and his friend were on a hunting trip. No blame was ever attached to Sweet. The suicide leaves a widow and five children SEVEN TO ONE Marine Notes.

tion

From reports received we

figure that one bottle of Scott's Emulsion sometimes builds

will inspect the new offices of the local

oran and cats.

The French bark Brizeux, 1717 tons reg-ister, built at St. Nazaire in 1901, and owned by the Societe Bretonne de Navi-gation, Nantes, has been sold to the So-



Pills Cured Me.

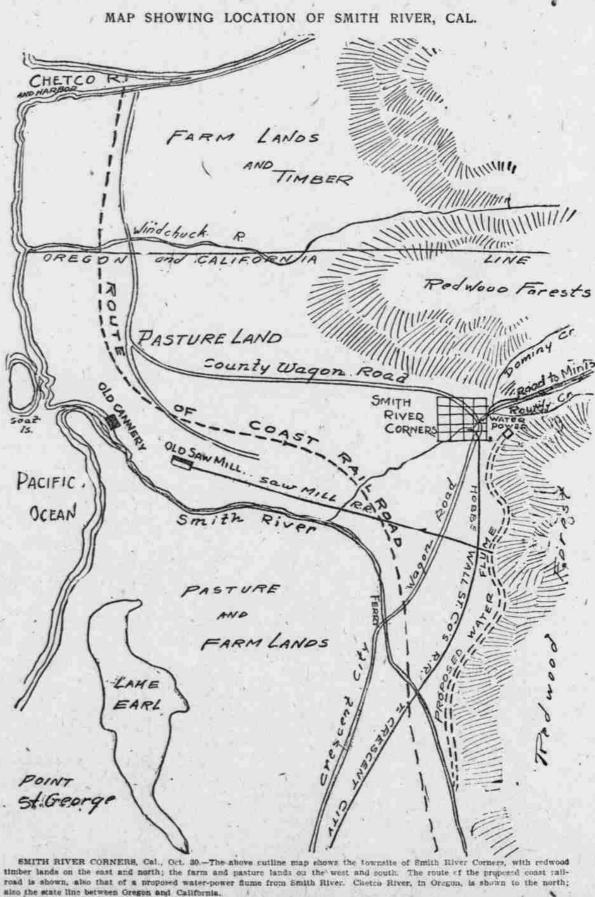
fruit among residents here, and yet I may be mistoken, and within a very few months (particularly if there be positive assurance that a railroad will soon be built down the const; or Crescent City or Chetco Harbor be improved) these people will begin taking active hold of enterprises and using local capital and local credit. The Banner and Crescent creameries here are examples of successful investment of local capital, the stock-holders being dairymen all over the valley, and they are making money right along. Again, some may say the ideas suggested are a long way in advance of the demands of the town and country. Of course they are. Does not the mer-chant anticipate a demand when he buys a large stock of goods, and does not the farmer suffcipate a demand when he puts in a large crop? It takes time to get cap-Ital to take hold of any enterprise, and everything must have a beginning. It is only of late years that dairying has been carried on here in creameries, and yet that is the principal industry now in and around Smith River Corners.

The first business house erected here was the blacksmith shop already men-tioned, which was conducted by Mr. Ad-ama. Then followed a merchandise store owned by Anthony, Van Pelt and Smith, The next was a cooper shop for making builter kegs to supply the farmers. Quite a large flouring mill was built and run for years, propelled by water power from a branch of Rowdy Creek, which flows through the town, and in Winter is a stream of considerable volume. The ad-vent of the relier process of manufactur-ter flowment of the relier process of manufacturing flour ruined the trade of the mill, and it has not run for years, but stands as a relic of old-time methods of manufacture. There is not a flouring or a chop-ping mill in all Del Norte County. A small sowmill was built by Anthony and Van Pelt in 1955, near Rowdy Creek for local demands: After running a few years the engines, boilers and machinery were moved to Chetco River, where the mill is now. Later on Measure. Westbrook, Bumboff and Hume built a sawmill of about 50,000 feet capacity at the mouth of Smith River about three miles from Smith River Corners, and a logging raliroad was built four miles across the walley to the foothills on the redwood belt and the logs were taken to the mill by roll. Small versels came in the mouth of Smith River for several years, and the lumber was shipped. The harbor was not the very best at any time, and when the river broke through one Winter and changed its course into the ocean. Mr. Hume closed the mill, and it has not since been operated.

#### Salmon Fishing Neglected.

salmon-fishing business was started at the mouth of Smith River by Will-iam Fender, in 1853, and the catch was Barreled. Some years, later a cannery was built, costing about \$30,600, and in one year \$60 burrels and 5000 enses of salmon were put up. This gave employment to about 70 men. Mr. Fender died about 17 years ago, and since then the property has been leased. The salmon have been caught in and out of season, and nets with small meshes have been used, and no chance was given the fish to get to the spawning grounds. For a time the people in Smith River Corners considered it was "none of our business" how men fished along Smith River, but of late years they have been protesting, and in consequence the present methods are a great improvement. What is really needed is some in-dividual or company to buy the fishery, with its 400 acres of farm land, put in a hatchery and operate on salmon in the senson, and can fruits and vegetables at other times. The property can be pur-chased at a reasonable figure, and is a splendid opening for the employment of

empital. Smith River is quite a large river, with nsiderable fall, as it flows through the



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oputes, non-taxative; never soid in bulk. "With the greatest pleasure I recommend Dr. Miles' Anti-Pain Pills to everyone who ruffers from nervous or sick headache. All my life long I was troubled with headaches of a very severe nature, and have tried many powders and other remedies without success. By chance I tried Dr. Miles' Anti-Pain Pills and the great immedies called Neare and they gave immediate relief. Never since the first doze have I been troubled with headache. Whenever I feel it coming on I take one or two Pain Pills and it all disappears."-WILLIAM BROWN, Genesee,

This is to certify that I have used Dr. Miles Anti-Pain Pills for neuralgia and neu-ralgic headshe and have found them to give reliet."-dz. D. WEED, Ex-Mayor and Ex-U. S. Dist. Atty., Helena, Mont.

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