MODERN DROGHER

Pacific Coast Built Schooners Are Wonderful Carriers.

ARE RETIRING SQUARE RIGGERS

Lumber Schooners and Barkentines Turned Out at Pacific Coast Yards Since 1898 Have Capacity of 500,000,000 Per Year.

The day of the square rigger in the Pacific Coast lumber trade is about over, and in place of the old-style craft carrying a crew of from 20 to 30 men, has come a big fleet of schooners and barkentines manned by crews of about ten all told, and carrying nearly twice as much for their registered tonnage as the square riggers. Portland has dispatched nearly a dozen of these vessels to foreign ports since January 1, and half a dozen are now loading here either foreign or coastwise. One of them, the Georgina, departed yesterday for Taku with 1,170,041 feet of lumber, although her net tonnage is but 870. Another, the Virginia, is at Astoria, bound out with 680,000 feet of lumber for San Francisco on a tonnage of but 514 net. The Eldorado, 794 tons, has carried from Portland to the Orient 1,177,994 feet of lumber and the Salem, 698 tons, has crossed the Pacific with 1,053,000 feet of lumber from Portland.

These craft have been increasing in numbers quite rapidly, but the magnitude of the fleet now in service is not generally understood. Last year there were built at Pacific Coast ports 34 of these modern lumber droghers, with an aggregate net tonnage of 24,197, and a carrying capacity of 33,250,000 feet of lumber. There were 30 additions in 1901, 22 in 1900, 14 in 1899, or a total for the past four years of 101 vessels, with a net register of 70,226 tons. It is impossible to estimate the exact carrying capacity of this big fleet, but by averaging the cargoes of the Eldorado, Salem, Soquel, E. R. West, Koko Head, J. H. Lunsman, W. A. Holden, W. F. Garms, H. K. Hall and Amazon, the net carrying capacity per registered ton is found to be 1373. On this basis the fleet would have an aggregate carrying capacity of 96,420,298 feet. Not more than half of the vessels will go foreign, and those which do will make about two trips per year. The others in the coasting trade will average about eight trips per year (some of them make 12), and this new fleet alone will accordingly handle 482,000,000 feet of lumber per year.

While the largest increase in numbers and tonnage in this type of vessels has taken place within the past four years, a good-sized fleet was accumulating before that time. One of the first men to discover that a modern-built barkentine or schooner of small tonnage and crew was as good as a square rigger for the lumber trade was A. M. Simpson. His barkentine Chehalis, built 12 years ago, is still in the foreign and coastwise lumber trade, and on a register of but 637 tons net and with a crew of ten men has carried 1,000,000 feet of lumber to Australia, and returned with 1300 tons of coal, the latter cargo being more than double her register. It is probable that the vessels of this type built in the ten years prior to 1899 and still in service will equal in tonnage those built since then, so that there is Pacific Coast built tonnage, exclusive of steamers, sufficient to handle at least 1,000,000,000 feet of lumber per year. The lumber schooners and barkentines built at Pacific Coast ports in the past four years, exclusive of craft of less than 400,000 feet capacity are as follows:

1899.

Name—	Tons.
Admiral	693
Benecia	653
F. J. Wood	691
Helene	828
Henry Wilson	460
Lottie Bennett	495
Manila	647
Philippine	491
Linda	631
Robert H. Hind	530
S. T. Alexander	695
Schome	620
W. H. Smith	496
Winslow	496
Total	8,349

1900.

Name—	Tons.
A. B. Johnson	460
Ariel	684
Balboa	651
Bainbridge	496
Churchill	600
Commerce	621
Forester	621
Forest Home	682
Hawaii	922
John Palmer	1,060
J. L. Eviston	662
Kailua	653
Irene	687
Ludlow	643
Luzon	512
Minnie A. Caine	779
Oliver J. Olsen	596
R. C. Slade	691
Rainier	870
Rosamond	985
Ruth E. Godfrey	597
Stimson	606
William Olsen	491
Total	15,098

1901.

Name—	Tons.
A. F. Coates	617
Advent	299
Alpena	832
Alumnia	644
Alvena	687
Amarinta	1,062
Aurora	1,070
David Evans	748
E. B. Jackson	615
Eucorado	794
Gamble	828
Georgiana	870
James Johnson	993
James Tuft	1,043
Kahala	776
Keno	642
Lahania	994
Mindora	642
Onward	255
Solano	692
Sophie Christensen	570
South Bay	469
Thomas P. Emigh	923
W. F. Garms	872
W. J. Patterson	568
W. H. Marston	1,110
W. A. West	747
Wempe Bros	695
William Nottingham	1,062
Makukona	653
Total	22,632

1902.

Name—	Tons.
Alert	548
Andy Mahoney	455
Argus	526
Advance	265
Amazon	1,165
A. T. Brown	800
Blakeley	630
Borealis	653
C. A. Close	370
Camano	631
Caroline	494
Cecelia Sudden	645
E. R. West	762
Espada	656
Fullerton	1,484
George E. Billings	350
H. K. Hall	1,105
J. H. Lunsman	952
Kokohead	1,011
Matthew Turner	763
Mabel Gale	619
Makewell	821
Marconi	648
Melrose	542
Oakland	283
Polaris	717
Punko	1,061
Resolute	610
Taurus	514
Salem	698
Soquel	641
Virginia	541
W. L. Smith	710
W. A. Holden	1,040
Total	24,197

ARROW NEARLY COMPLETED.

May Be Taken to the Sound Next Week.

It is expected that the new steamer Arrow will leave for Puget Sound early next week. The steamer is still lying at the foot of East Oak street, where she was built, receiving some finishing touches at the hands of painters and carpenters. The boat is practically completed and could go around now if it were necessary. She coaled up several weeks ago, and has a nearly full complement of officers and men under pay.

The people who are in charge of the boat decline to give any information as to its future movements, and as a result all kinds of rumors are current on the water front. Not a few river men profess to believe that she will be put into service between Portland and Astoria, and others are as positive that she will go on the Upper Columbia in opposition to the Regulator boats. From the fact that E. S. Isaacs, the Walla Walla banker, is interested in the steamer, they surmise that she will run between Portland and Lyle, or some other point on the north shore of the upper river. Mr. Isaacs is credited in some transportation quarters with having a connection with the proposed Northern Pacific line running down the river from Pasco and they have figured it out that the Arrow will connect Portland with the Western terminus of the road. However, this is all guess work, as the road has not been built and Mr. Isaacs is as noncommittal as the rest of the Arrow people. The Walla Walla banker has been in the city for several days in consultation with Captain Cochran, who had charge of the building of the steamer, and is also looking after the construction of the new Telephone, belonging to the Arrow Navigation Company. Mr. Isaacs said that for business reasons it was not best to discuss the future route of the Arrow.

From an authority that is considered reliable it is learned that the real route of the steamer will be between Seattle and Tacoma in opposition to the famous steamer Flyer. Should it later develop that this route is impracticable, the steamer may cover the Seattle-Olympia run, or run down the Sound from Seattle. That the Arrow is not intended for river service is evidenced by the fact that she is being equipped with life rafts, which are not permitted on river boats under the United States steam inspection laws. The Arrow has been duly inspected by the local steamboat officials and is probably only waiting for a subsidence of the stormy Spring weather before she goes around to her future home.

SUSPICIOUS CIRCUMSTANCES.

Investigation Into the Stranding of the Vera Cruz.

WASHINGTON, May 14. — Captain Slamm, of the revenue cutter Boutwell, which went to the relief of the passengers and crew of the Vera Cruz III, which stranded on the 12th inst. at Dry Point Shoals, N. C., has made a preliminary report to the chief of the revenue cutter service.

Captain Slamm says he found that the master of the Vera Cruz had left his vessel with all his personal effects and instruments of navigation in the keeping of a "friend and passenger" to go to Wilmington, N. C., to secure funds with which to pay for the transportation of the passengers to New Bedford, Mass., the destination of his vessel. Captain Slamm says the ship was abandoned by her crew. As near as could be learned, the passenger list of the Vera Cruz called for 240 persons, while the keeper of the lifesaving station is reported to have landed 231, exclusive of the bark's crew.

This fact, together with the circumstances of the vessel being brought for fresh water into the dangerous harbor, the captain says, appears suspicious. The vessel is embedded in the sand and will probably be abandoned. Thirty-five barrels of whale oil comprise her cargo.

British Ship Lost, Crew Saved.

NORFOLK, Va., May 14.—The British steamer St. Oswald arrived here today with the crew of the British ship Bertha Gray, lost at sea.

(The British ship Bertha Gray, of Yarmouth, N. S., Captain Richards, sailed from Jacksonville, May 2, for Saint Kitts. She was built at Salem River, N. S., in 1889, was 123 feet long, 28 feet beam, 13 feet deep and 330 tons register. The steamer C. S. Wade, Captain Kimball, sailed for Mobile May 6.)

Investigation of Sound Collision.

SEATTLE, May 14.—The investigation to place the blame for the collision between the British freighter Adamson and the steamship Queen ended today. The officers of the Adamson did not testify. The owners of the British boat have taken their claims for salvage to the United States Court and will probably offer their testimony there.

Captain Cousins, of the Queen, was the principal witness of the day and he said he made every effort to avoid the collision.

New Mast for the San Jose.

ASTORIA, Or., May 14.—(Special.)—Captain Campbell, chairman of the Oregon Board of Pilot Commissioners, who is supervising the overhauling of the state pilot schooner San Jose, has discovered that one of the schooner's masts is badly decayed. It has been taken out and a new mast is being made.

Domestic and Foreign Ports.

ASTORIA, May 14.—Arrived at 1:30 and left up at 3:15 P. M.—Steamer Prentiss, from San Francisco. Arrived at 5 P. M.—Schooner Compeer, from Redondo. Condition of the bar at 4 P. M., rough; wind south; weather cloudy.

Coronel, May 14.—Sailed 11th—British steamer Oakley, for Portland.

Taltal, May 14.—Sailed 10th—American bark Willie R. Hume, for Portland.

Cherbourg, May 14.—Arrived—Deutschland, from New York.

Seattle, May 14.—Sailed—Steamer City of Puebla, for San Francisco; British bark Southesk, for Eagle Harbor. Arrived—Steamer Valencia, from San Francisco; steamer Oregonian, from San Francisco; schooner Okanogan, from San Francisco.

Glasgow, May 13.—Sailed—Corean, for Boston.

Liverpool, May 14.—Arrived—Haverford, from Philadelphia; 13th, Bostonian, from Boston for Manchester.

Palermo, May 12.—Sailed—Neapolitan Prince, for New York.

New York, May 14.—Sailed—Fuerst Bismarck, for Hamburg, via Plymouth and Cherbourg; La Bretagne, for Havre; Koenigen Luise, for Bremen, via Plymouth and Cherbourg; Mongolian, for Glasgow. Arrived—Germanic, from Liverpool and Queenstown.

Tacoma, May 14.—Arrived—Steamer Tampico, from Seattle; British ship Glenalvon, from Seattle; steamer San Mateo, from San Francisco. Sailed—German steamship Anubis, for Seattle; steamer Mackinaw, for San Francisco.

San Francisco, May 14.—Arrived—Schooner Orient, from Coos Bay. Sailed—Steamer Numantia, for Seattle.

Hoquiam, May 13.—Sailed—Schooner Charles E. Falk, from Aberdeen for San Francisco; 12th, steamer Newburg, from Aberdeen for San Francisco. Arrived—Schooner Jennie Thelin, from San Francisco for Aberdeen.

Sagres, May 14.—Passed—Cambroman, from Boston, via St. Michael, for Algiers, Naples and Genoa.

Liverpool, May 14.—Sailed—Parisian, for Quebec and Montreal, via Moville.

Genoa, May 14.—Sailed—Vancouver, for Boston (not previously).

Vote Funds to Confederate Re-Union.

NEW ORLEANS, May 14.—An interesting incident occurred today in the convention of Chiefs of Police, when, on a motion of ex-Chief Linden, of Philadelphia, an ex-Confederate veteran, $25 was devoted to the Confederate reunion fund. A resolution was adopted for the appointment of a special committee to look after the matter of providing for a policemen's exhibit at the St. Louis Fair.

URGES APPEAL TO POWERS

PREMIER OF BULGARIA WOULD MOVE FOR MACEDONIA.

Responsibility for Late Outrages Is Denied—The Work of a Few Irreconcilables.

LONDON, May 14.—Cabling from Sofia, the correspondent of the Daily News says he has had a long interview with Premier Daneff. The Premier repudiated Bulgaria's responsibility for the Macedonian outbreaks, which he said were the work of a few irreconcilables, and he refuted indignantly the charge that Bulgaria had winked at the revolutionists. The Premier admitted that the Bulgarian army was strongly in sympathy with the movement. He said, however, that this sympathy would not be allowed to interfere with its loyalty. He could not avoid seeing some accident might precipitate a war involving Bulgaria, but Bulgaria would not be the aggressor, and in the event of such a disaster it would not be her fault.

In conclusion, the correspondent quotes Premier Daneff as saying he counseled Prince Ferdinand to issue an appeal to the powers to intervene in behalf of Macedonia.

"Bulgaria has no ambition to annex Macedonia," he said, "and the existing reform scheme is quite illusory."

LET ENGLAND PROPOSE IT.

House of Commons Takes Up Reduction of Naval Armament.

LONDON, May 14.—The question of the reduction of naval armaments came up again today in the House of Commons during a discussion of the estimates. The speakers suggested that the government take the first step in proposing a reduction to other powers. Sir Charles Dilke, advanced Radical, said he thought this might be possible. In view of the improved relations between Great Britain nad France, those two nations might talk the matter over and subsequently approach Russia. Even if Germany did not agree to a reduction, the three powers might effect something. It was not necessary for Great Britain to build against the United States. It would be as great a mistake to count on the United States as an enemy as to count on her as an active ally, for the United States has always been the great defender of the rights of the neutrals.

Mr. Arnold-Foster, the Admiralty Secretary, after having pointed out that it was the duty of the Admiralty to deal with facts as they were, and not as they might be, said that all the great powers were increasing their maritime preparations. According to the available figures, France and Russia together were now building three more battleships than Great Britain. As the actual force in ships which could be arrayed against Great Britain ought to be the guiding principle he denied that the Admiralty's proposals were in excess of the requirements of the country.

The Secretary added that he would not on that occasion express a view with regard to the position as affected by the United States. "That is a grave consideration, which in future will have to be considered," he said.

NEW FOE FOR CHAMBERLAIN.

Pastor of City Temple Is Strongly Against the Education Bill.

LONDON, May 14.—There was a remarkable scene at the City Temple at the midday service today, when the pastor, the Rev. R. J. Campbell, the successor of the late Dr. Parker, announced his adhesion to the passive resistance movement against the new education bill.

The Rev. Mr. Campbell, who may be regarded as the head of the nonconformists in this country and as voicing the determination of the nonconformists, said he would tender payment of the portion of the rates which was not devoted to sectarian purposes, but he added that the collector would have to seize his hall clock and other chattels for the balance.

The audience, numbering about 3000 persons, stood up and cheered lustily for several minutes. The pastor added that he had heard that Colonial Secretary Chamberlain was likely to advocate the imprisonment of those who participated in the "passive resistance movement," but he believed if Mr. Chamberlain imprisoned him, his days as a Colonial Secretary would be numbered, for nonconformity represented the half-religious life of London.

PRISON FOR FORTUNE-TELLER.

German Woman Pays Heavily for Fleecing Royalty.

DRESDEN, May 14.—A fortune-teller named Minna Pauder has been sentenced to eight years' imprisonment and to pay a fine of $375, for illegal practices. Her customers were for the most part either young or elderly women who came to her for advice with regard to their love affairs. In 23 recorded cases the Pauder woman used the name of a fictitious nobleman alleged to be the heir to a considerable fortune as the bait for her customers who desired to marry. It is declared that each one of these 23 victims, who all imagined themselves to be engaged to wed imaginary barons, gave the defendant large sums of money to help the future husband over a temporary inconvenience. Among the victims are two Countesses and one lady of the court; the others all belong to the better families of Dresden.

GERMAN SQUADRON IN FRANCE.

Salute of Prince Henry Is Returned, Gun for Gun.

BREST, May 14.—The German squadron, commanded by Admiral Prince Henry, arrived off this port today at the same time that the French squadron entered. This was the first visit of German warships to French waters in years. The appearance of Prince Henry's squadron caused much commotion and comment. The German ships fired a salute of 11 guns, which was returned by the land batteries and the French flagship Massena.

The German squadron presented a formidable appearance, being made up of seven battleships and six cruisers. The commander of the German flagship, the Ariadne, boarded the Massena and paid a formal visit to Admiral de Courthill, and the latter returned the visit on the Ariadne. The ships saluted each other, gun for gun. Later the commander of the Ariadne visited the port officials, and German mail was taken ashore.

GREATER NAVY FOR SPAIN.

Minister of Marine Will Ask for Big Increase in Appropriations.

MADRID, May 14.—Some surprise has been caused here by the announcement that the Minister of Marine proposes, during the coming session of the Cortes, to ask that body to sanction the extensive reorganization o. the navy and the improvement of the arsenals and dockyards at Ferrol, Cadiz and Cartagena, thereby increasing the annual expenditure from $200,000,000 to $260,000,000 in a few days.

If these plans are adopted, Spain will have within ten years a dozen battleships and a dozen cruisers, in addition to torpedo boat destroyers, etc.

Monastir Situation Alarming.

LONDON, May 15.—"In spite of the denials of the Porte," cables the Constantinople correspondent of the Daily Mail, "the situation at Monastir is alarming. Thirty-eight additional battalions of reserves have been ordered thither from Smyrna."

Affairs Quiet in the Orient.

TACOMA, May 14.—The Northern Pacific liner Tacoma arrived tonight from Yokohama. She brings a light inward cargo. Officers of the Tacoma report affairs quiet when they left the Orient, and they heard little or no discussion of Russia's position in Manchuria, although the liner was 16 days in Hong Kong.

English Fleet to Go Around World.

VICTORIA, B. C., May 14.—There are rumors at Esquimalt that a flying squadron will shortly be organized to undertake a two years' voyage around the world. The report is that the Leviathan will be the flagship, and seven cruisers will accompany her. The cruise is to be experimental, and if it works out as its organizers believe, three new cruiser squadrons will be organized, based on Esquimalt, Sydney and Simonstown. The idea is to have cruising squadrons replace the present weak fleets in South American waters and in the Pacific.

Nation to Treat Ill Miners.

BERLIN, May 14.—The government commission which has been investigating the tropical worm disease, which has attacked 20,000 Westphalian miners, reports that only those who rarely see the sunlight are afflicted.

The disease causes inability to work, and is frequently fatal. The government has decided to employ 150 doctors specially trained to combat the malady. The sufferers will be isolated. Cleanliness and sunshine are the principal remedies.

Sailors Must Die for Murder.

LIVERPOOL, May 14.—Otto Monson, Gustave Rau, alias August Malahn, and William Smith, alias Dirkhelar, seamen of the British bark Veronica, from Ship Island, Miss., against whom the grand jury on May 5 returned true bills on the charges of murder and arson, have been convicted and sentenced to death. Monson was recommended to mercy.

(The Veronica was burned at sea December 29. The prisoners were charged with murdering Captain Shaw and six members of the Veronica's crew.)

Naval Coal Experiments.

LONDON, May 14.—Important admiralty experiments of storing coal under water were commenced at Portsmouth today. All the naval stations report that stores of coal where exposed to the atmosphere deteriorate. Some 20 tons of Welsh coal have now been submerged, inclosed in wooden cases, and will be raised in a year.

Rescued From Tetuan.

MADRID, May 14.—The Spanish cruiser Infanta Isabel has rescued a number of Spaniards and other foreigners from Tetuan, Morocco. It is announced from Melilla that Colonel Marchand is on the Algerian frontier with two regiments of sharpshooters and other troops.

Dynamite Under Consulates.

SOFIA, May 14.—It is rumored from Salonica that the French and Russian Consulates there have been discovered to be undermined. Large stores of dynamite have been seized.

Bombs in Bulgarian Shop.

ATHENS, May 14.—A number of dynamite bombs have been discovered here in the cellar of a Bulgarian shopkeeper. A number of Bulgarians have been arrested in Greece.

REFUGEE FROM RIOTS.

Jew Escapes From Russia and Makes His Way to New York.

NEW YORK, May 14.—Jacob Freedman, who says he is a refugee from the Jewish riots at Kishinef, Russia, has arrived in this city. He said today he was visiting his grandfather when the rioting commenced. Hearing the noise of the conflict, his grandfather went into the street to try to pacify the rioters, and was beaten to death. Freedman and his family concealed themselves in the house and that night escaped to the house of a friend. They then escaped to another village, where Freedman's family now awaits his request to come to New York.

DAILY CITY STATISTICS.

Marriage Licenses.

Louis Houston, 25; Susie Day, 22.

Hugh Alexander Laidlaw, 23; Nora J. Calavan, 22.

Births.

May 11, to wife of J. T. Wilding, 682 Schuyler; a boy.

May 6, to wife of S. Schwartz, 701 Fourth; a boy.

Deaths.

May 9, Elizabeth McKeown, 608 Clinton, age 21; consumption.

May 10, Julius Hansen, St. Vincent's Hospital, age 48; trauma.

May 11, Jerry Sullivan, County Hospital, age 52; carcinoma of stomach.

Building Permits.

W. F. Miller, Midway Annex, cottage; $700.

C. E. Cotty, East Twenty-second and Taggart, dwelling; $500.

H. Bickle, Second and Stark, repairs; $50.

M. Ansola, Vancouver and Skidmore, cottage; $350.

M. A. Graves, East Twelfth and Alder, dwelling; $4000.

Real Estate Transfers.

E. L. Thompson et al. to Portland Trust Company of Oregon, trustee, E. ½ of fractional block 43, Couch Addition	$ 1
Nettie Alvord to C. A. Alvord, block 6, Mistletoe Addition to East Portland	1
J. D. Tresham and wife to Emma F. Turner, N. ½ of lots 11, 12, block 10, Hawthorne's First Addition	2500
W. S. James to Thomas James, parcel of section 31, T. 1 N., R. 5 E.	1
Cara C. Wass to Portland Trust Company of Oregon, parcel land, beginning at point westerly extension of S. side line Madison street	1000
Mary C. Smith and husband to Rose A. Woodard, parcel, section 15, T. 1 N., R. 1 E.	3150
Mary F. Clemens to J. P. Dunkle, S. 33 1-3 feet of lot 7, block 303, Aiken's Addition	3500
Louis Schumacher and wife to N. E. Sanford, S. 33 1-3 feet of lots 3 and 4, block 1, East Tabor Villa	1650
H. E. Noble et al. to E. R. Simmons, lots 20 and 21, block 2, Park Addition to Albina	1
Mark Levy and wife to E. E. Cable, lot 2, block 270, city	2500
E. B. Holmes to C. C. Moore, lot 21, block 14, Williams Avenue Addition	450
Edith E. Nicholson to Frances A. Catlin, lot 3, block 13, Goldsmith's Addition	6500
P. H. Marlay to Anne Crump, lots 7, 8, block 14, Columbia Heights	1
John Illig and wife to L. L. and C. E. Cheeley, lots 3, 4, 5, block 12, Miller's Addition to Sellwood	1500
C. L. Hotermund and wife to John Troutwine, lots 9 to 11, block 28, Carson Heights	75
W. E. Purdy and wife to Annie M. Tripp, lots 44, 45, block 7, Stanley, No. 2	100
Thomas Soumar to Annie M. Tripp, lots 27, 28, block 4, Mansfield	85
J. R. and Mattie Seaver to Emma J. Devine, lot 6, block 8, Hawthorne's First Addition	1
Olof V. Puneburg and wife to J. A. Kipner and wife, lot 21, block 8, Mansfield Addition	1
J. M. James and wife to George S. Allen, lots 3 and 4, block 11, Garrison's subdivision to East Portland	4250

Clambake for Society Men.

ABERDEEN, Wash., May 14.—(Special.)—The social features of the Foresters and Red Men came to a close today with the biggest clambake ever given in the state. Two steamers lashed together carried between 800 and 1000 people from here to Westport, where the day was spent on the beach.

The lifeboat crew gave an exhibition in honor of the visitors, and the clambake followed. Tonight the delegates spent the time in a go-as-you-please manner, and tomorrow will return to their homes.

Mayor Stops Preaching of Mormons.

NEW YORK, May 14.—Mayor Low, on complaint of several citizens, has stopped the preaching of Mormonism in the streets of New York.

Now take your reliable Spring medicine—Hood's Sarsaparilla—America's greatest medicine.

Oregon Kidney Tea eliminates all impurities. It is a perfect Spring medicine.

SPREAD SMALLPOX GERMS

AFFLICTED PATIENTS CARELESS ON RECOVERY.

Charge Is Made That Clackamas County Authorities Are Negligent in Handling Their Cases.

Smallpox of a pronounced type exists near the line between Multnomah and Clackamas Counties. According to the statements of the Portland health officers, the Clackamas County authorities have not heartily co-operated in the effort to stamp out the disease before contagion is spread throughout the surrounding country.

The disease has been in the Pleasant Valley district for some weeks, and its spread is owing to the fact that fumigation was not enforced in the early cases in Clackamas County. Dr. E. P. Geary, the County Physician of Multnomah County, has visited the infected region and pronounced the cases smallpox of a pronounced type, though of a mild form. No one has died of the disease, and all those afflicted are on the road to recovery.

Dudley Evans, the deputy, has been fumigating the patients in both counties for the past week. If fumigation is strictly enforced and reasonable precautions taken, Dr. Geary says that there is little danger of any general contagion.

The first case in this district was that of Henry Melby. He was attended and afterward fumigated by Dr. Short, of Gresham. In some way the Croucher family, of Pleasant Valley, took the smallpox, and they were not fumigated. From them the disease spread with remarkable rapidity all through the entire region, until one farmer after another became sick, often with the whole family at the same time.

The County Board of Health of Clackamas County has been notified of the condition existing across the line in their county, but according to the statements of Deputy Evans they have done nothing to aid the Multnomah officials in the work of enforced fumigation.

"I followed up the cases in your county without knowing when I crossed the county line," said Mr. Evans. "Then I notified Dr. Powell and Judge Ryan, who constitute the Clackamas County Board. They simply sent my letter to Dr. Geary and wrote him that I could go on with fumigation, but that we were to charge the individuals, and not the county. They have not been out in the smallpox region and have done nothing to help us, though there are more than twice as many cases in Clackamas County as in Multnomah."

"What is the number in each county?" he was asked.

"About 19 in Multnomah, and more than 30, I should think, in Clackamas," said he. "The people are very careless about going without fumigation and exposing others to the disease without any thought whatever. As to William Richey, who makes a complaint about the length of quarantine in today's paper, I can say that, though they isolated themselves when they found they had the smallpox, yet I found a milk separator running in the same building with the smallpox patient. The cream was being sent to Portland.

"One thing that spread the disease more than anything else, perhaps, was a dance given at a hall in Pleasant Valley. Several went to this dance whose families were sick with smallpox, and these people came from the same houses. This dance spread the contagion very quickly, and those that received it in this way were not fumigated when they recovered, and gave it to others.

"The school at Sycamore has been closed and fumigated, and the church also. We have done all that we can to keep the disease from spreading, but the Clackamas County authorities have not done their share, though most of it is in their county. Many of the people are related, and it is hard to keep them away from their cousins and uncles when they are sick. A queer case occurred some time ago, when a young man by the name of Sager exposed himself needlessly. His sweetheart was taken down with the smallpox, and he insisted on visiting her. When she recovered he was taken down and was badly disfigured. Then the girl turned him down, saying that he had showed very little sense in coming to see her and getting the disease. That is the way it is spread, you see.

"These people seem to care nothing about coming to the city. We have found a number of cases in town which could not be directly traced. The people in Pleasant Valley will come to Portland when they know they may be bringing smallpox germs with them. Since I have been out in that region I found several infected persons on their way to town.

"Another place where smallpox has been in this county is at Pierce's Island, near the mouth of the Willamette. This undoubtedly came from Washington. A woman and her small son were taken with smallpox, and no one would go near them until the health officer was sent for. They have been fumigated, and there is no danger from that source."

Pabst Out of Danger.

LOS ANGELES, May 14.—Frederick Pabst, of Milwaukee, who has been ill in this city, is reported out of danger. Mr. Pabst will be able to travel within a few days.

Pears'

soap responds to water instantly; washes and rinses off in a twinkling.

It is the finest toilet soap in all the world.

Established over 100 years.

KODOL digests what you eat.

KODOL cleanses, purifies, strengthens and sweetens the stomach.

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