SUPERINTENDENT TO SAY

NEW OFFICIAL AT CHEMAWA TO HAVE GREAT POWER.

Indian Commission Will Leave Matter of Reduction of Force to Him.

OREGONIAN NEWS BUREAU, Washington, Aug. 12.—Indian Commissioner Jones returned today from the Pacific Coast, where he has been awarding contracts for Indian supplies. He said he heartily approves the appointment of Edwin L. Chalcraft as superintendent of the Chemawa Indian School, and is convinced his administration will be clean and competent.

Until the new superintendent assumes charge there will be no further changes at Chemawa, as Commissioner Jones is inclined to defer very largely to the recommendations of Superintendent Chalcraft, whom he will hereafter hold responsible for the conduct of the Chemawa School. If the new superintendent is willing to retain Assistant Superintendent Campbell in his present position, Commissioner Jones will probably not carry out the recommendation of inspecting officials who urged that this office be abolished and Campbell be reduced to a clerkship. The same deference will be paid to Chalcraft's recommendations as to decreasing the force of school employes.

Commissioner Jones was unable to visit Yakima Reservation in Washington, where he desired to personally investigate charges against Superintendent Jay Lynch. It is probable the Lynch case will go unacted upon for the present.

Speaking of the political situation in the West, Commissioner Jones said:

"The West will go strongly Republican. I was in California, Oregon and several other states, and all the talk is Roosevelt and Fairbanks. The West can safely be claimed by Republicans. The West will take care of itself, and it will not be lost if the Republicans do not pay it marked attention. To capture the East should be the aim of the Republicans, and if this can be done, Roosevelt and Fairbanks will be elected by a majority unequaled in the annals of the political history of this country."

ORDERED TO SEATTLE.

Lieutenant Clifton Will Leave Vancouver Barracks.

OREGONIAN NEWS BUREAU, Washington, Aug. 12.—First Lieutenant Alfred Clifton, upon completion of his examination for promotion at Vancouver Barracks, was today ordered to proceed to Seattle to take station in that city, and report to the Signal Officer of the Department of the Columbia for duty pertaining to the Alaskan telegraph system, receiving from First Lieutenant James S. Butler all funds and property for which he is responsible.

Rural Carriers for Palouse.

OREGONIAN NEWS BUREAU, Washington, Aug. 12.—Walter E. Salsberry was today appointed regular and Steve Einger substitute rural carrier at Palouse, Wash.

STATES THAT ARE LOST.

Strange Results of Oversights by Treaty-Makers.

You don't happen to have seen a stray state about anywhere, do you? asks Pearson's Weekly. A state that does not seem to know where it is, or why it is there, or to whom it belongs? If you have seen such a country, don't fail to notify Mother Europe. Perhaps it is one of the many territories that have got lost in one of her periodical housemoving or Spring cleanings.

To explain: The various congresses of the great powers, summoned from time to time to settle outstanding disputes, have been known to lose sight of whole territories, which, as a result, have passed into the hands of the wrong people, or to have been left entirely without owners.

Such a country is Iceland. It was left languishing on the European doorstep by the Congress of Vienna. For this marvelous body of diplomatists, if you please, had never heard of Iceland, and did not know there was such a country! That it now belongs to Denmark is entirely due to this curious oversight.

Part of the work of the Vienna Congress was to despoil Denmark. That Power had shown itself constantly friendly to Napoleon—not by its own sympathies, but because Napoleon had a little way of forcing his friendship on small powers.

To punish Denmark for this the Congress compelled her to give up Norway, which she then owned, to Sweden. Had anybody mentioned that there was a country called Iceland to be had for the asking, the powers would promptly have handed it over to the highest bidder. But no mention was made of it.

After the congress was over and the conventions signed, by which one-power took this and another that, it dawned upon the diplomatic mind that Iceland had been left—appropriately enough—out in the cold. Denmark, accordingly, was not robbed of it.

If ignorance was the cause of the dropping of Iceland from the schemes of the powers, sheer boredom on the part of a British Commissioner lost to Canada a huge chunk of territory. This was a part of the State of Maine, over which there was a furious dispute between Britain and America last century.

Lord Ashburton, the British Commissioner, set out with the American representatives to settle the boundary of the State of Maine with Canada. They decided to mark the boundary along a certain line drawn from the St. Lawrence River to the sea.

It so happened that the River St. John flows from somewhere about that point on the St. Lawrence, and its mouth, on the Atlantic, is almost in the same latitude as its source.

Said the American Commissioners:

"As this river seems to flow pretty straight from one point to the other, would it not be a good idea to make it the frontier line between the States and Canada?"

The British Commissioer had grown rather tired of the journey, so when the suggestion was mooted he jumped at it, and the boundary was fixed.

The feelings of Britain and Canada may be imagined when the truth was revealed, after the signature of the treaty, that while the mouth of the St. John is about in the same latitude as its source in the St. Lawrence, in between the river makes a huge upward sweep to the north, inclosing a vast territory, which had practically been handed over to the United States gratis.

But it was too late. We had agreed to the St. John frontier, and had to abide by the treaty. It was generally known as the "Ashburton capitulation"—a state lost to the empire because a commissioner was too tired to do his duty.

In the course of the European Spring cleaning before referred to—namely, the Congress of Vienna—quite a lot of small states got lost, with odd results in history. One of these is Moresnet.

Moresnet lies somewhere near Aix-la-Chapelle, on the Prusso-Belgian frontier. It was one of Germany's many independent states, but so small was it—a few square miles in area—that no notice whatever was taken of it at the congress.

While Prussia was taking possession of this, and Austria that, while France was receiving one thing and Britain another, nobody bothered about the ownership of Moresnet.

After the congress, therefore, Moresnet awoke to find itself ownerless, in the midst of Europe. It remains so to this day; Prussia does not claim it for fear of offending Belgium, and Belgium dare not lay hands on it for fear of Prussia.

So it remains independent, though belonging to the German Customs Union. It sends conscripts to no European army, and pays taxes only to itself. Its Governor is one year a Prussian major, another year a Belgian.

Through a similar oversight, a small district named Jungholz finds itself to this day in a queer position. It is situated in the heart of the German Empire—in Bavaria—but belongs not to Germany, but to Austria, from which it is separated by hundreds of miles. Though in German territory, it sends conscripts to the Austrian army, and pays taxes to Austrian collectors.

WE ARE A MUSICAL NATION.

Noted Writer Says the United States Leads All Nations.

Chicago Inter Ocean.

The statement that in one important respect the United States leads the world in music will surprise the average American. Louis C. Elson, the writer on musical subjects, makes the statement with emphasis. There is no other country, he says, where so much is being accomplished in the musical education of the masses.

While the trans-Atlantic musical education is generaly more thorough, writes Mr. Elson, ours is the more universal. There is not a single city of size in the country that does not give its children free instruction in music up to a certain point. In the big cities the working people are trained in chorus singing, and instrumental concerts for the masses are common.

Contrasting the past and present state of musical composition in the United States, Mr. Elson reminds us that in 1876 only two American compositions of note were obtainable for the Centennial Exposition. Today when an American world's fair opens there is no longer any thought of seeking musical aid from any foreign composer; the difficulty is rather how to choose representative native works without slighting any of the prominent American composers.

As to women in music, America has had a distinct advantage over continental Europe, where conservatism has been a barrier to women composers. Since 1880 our advance in notable works by women has been rapid, and women vocalists and instrumental performers have won great successes abroad.

In 1889 there were only three important conservatories in America. Now there are thorough schools of music in every city of even the second rank in the country, while many universities and colleges have added music to their regular courses.

In manufacturing automatic musical instruments we are easily first. However strongly conservatives may denounce music produced by mere mechanism, such devices make it possible for persons in small communities to hear masterpieces. Lessons in listening to music are valuable, and better supplied by automatism than not at all.

"To sum up," concludes Mr. Elson, "I may say that with a piano or a cabinet organ in almost every home, with a musical journal read in almost every family, with a band of ambitious composers, with orchestras in every large city, with musical libraries at hand to aid the student, with conservatories everywhere, there has been an uplift in musical matters during the last generation that promises a great future."

In this connection the London Spectator adds its testimony. It says that the debt of modern music to America is worthy of recognition, and that the stimulating atmosphere of American life has already made its influence felt in a variety of ways on the cultivation of the art. The rapidity of progress which has marked the material development of the United States finds an analogy in the musical education of the cultivated masses. Music now forms as large a part in the social life of the "leisured" Americans as of the British, and "in point of equipment and efficiency of performance there is little to choose between the great American cities and those of Europe."

All of which seems to indicate that America's contribution to the world's music is not confined to the efforts of our merely popular-song writers.

TABOOED TOPICS.

The Weather and Our Ailments Not Fit for Conversation.

Housekeeper.

An interesting movement for the revival of the almost lost art of conversation is reported from England, and in a recent address on the subject one of its sponsors said: "There is no real conversation nowadays. We talk about the weather and our ailments and call that conversation."

We really believe that the banishment of these two topics from our daily conversation would inure to the better mental and physical health of all of us. On a wet, dreary day what is more depressing than to have a friend repeatedly call our attention to the weather? The inevitable effect is to cause our spirits to fall with the barometer. How often it happens on a Summer day, when the thermometer is soaring in the nineties and we are managing to keep fairly cool in some shady nook, that a friend drops in, perspiring from every pore, and mopping his face with his handkerchief, exclaims: "Whew! but it's hot!" We had not noticed the temperature particularly before, but now that our attention is called to the evident torridity we feel ten degrees warmer, and we blame our friend for having in some way brought the heat with him. And we are right.

The other conversational topic referred to, our ailments, should unquestionably be sentenced to perpetual banishment from respectable society. Even the least imaginative of us is prone to acquire a friends' symptoms, in minor degree, from listening sympathetically to their recital, and such is the subtle effect of mind upon body, that often we do not suspect the real cause of our indisposition.

Even if we are not interested in making conversation an art, let us taboo these two most undesirable and easily dispensable topics.

First Modern Ship Canal.

Boston Globe.

In these days of ship canals we hear little or nothing about the earliest enterprise of the kind during modern times, namely, the Berkeley and Gloucester ship canal.

Although Gloucester is situated on the Severn, access to the port is really afforded by the canal. Owing to the dangerous condition of the river, an act was obtained in 1793 for the construction of a ship canal commencing at Berkeley, some 16 miles lower down the Severn, and the works were completed in the year 1827.

This waterway follows the vale of Berkeley, originally commencing with a tidal basin and lock at Sharpness Point and ending at the docks in Gloucester, where there is another lock communicating with the Severn.

The original cost was about $2,500,000, but within the last 40 years considerable outlay has been incurred in opening a new entrance half a mile lower down the river, with additional dock accommodations. These works were finally completed in 1874. Although vessels of more than 600 tons cannot pass up the canal to the port, ships of 2500 tons can enter the outer basin.

Passes Its Third Reading.

LONDON, Aug. 12.—The French convention bill unanimously passed its third reading in the House of Commons this evening amid cheers, and was sent to the House of Lords, where it passed its third reading.

LIFE OF A LOCOMOTIVE

ITS UPS AND DOWNS AND DURATION.

The Modern Engine Is Shorter Lived Than That of the Days When Cars and Traffic Were Lighter.

What becomes of all the pins? and what happens after death to the splendid pieces of mechanism called locomotives? are by no means similar questions. Indeed, the theory of metempsychosis may well be applied to all railroad rolling stock, says A. W. McCoy, in The Chautauquan. Nearly every piece is saved and put to some use; has assurance of a future existence even as "scrap" for the furnace from which it comes forth as new parts. "Reinferration," the process may be termed, to coin a word for such railroad phenomena.

The modern locomotive costs $15,000 or $18,000, according to size and equipment. The passenger locomotives in former days were embellished with extra brass work and trimmings, the bright parts were kept by the firemen in a state of glittering effulgence, and the passenger engine cost more than the freight engine. Nowadays, the trimmings are not put on and the passenger engine, being lighter, costs less than the mammoth freighter.

When the engine goes into commission it is a fine piece of machinery, with power to pull long trains over miles of track, day after day, but with the strenuous work comes the certainty of deterioration and the necessity of constant repairs. When work was lighter, trains not so heavy and mileage in lower figures, an engine could be expected to live 20 years, but in locomotives the tendency is toward a decrease of longevity, for the management strives to get all the service possible out of them. The age of expectancy is only approximate. Bad water, that is, water bad for the internal economy of boilers and which causes scale, is perhaps the greatest foe to an engine's hope for an honorable old age. A bad water division uses up its motive power far more rapidly than hard work elsewhere. Local conditions on the line largely affect the motive power. A hilly country causes more strain. Then, too, housing facilities have much to do with the life of the engine. If it is possible to keep up with needs in repairs, the power stands a better chance for giving long service. The demand for engines, however, may be so pressing that the least possible repairing that will answer is given, with the result that the locomotives constantly deteriorate and lose in efficiency, until complete overhauling becomes a positive necessity. "A stitch in time saves nine," in railroad as well as in garment repairs.

Freighter Gets Worst of It.

At one time it was popularly supposed that the passenger engine was subject to the severer strain, but that was before the days of long trains and 100,000-pound cars. The freighter gets the worst of it under existing conditions. The passenger engine, fairly treated, stands a chance of a one-third to one-half longer life, and then prolongs its days on a branch line or in some special service.

Repairs begin almost with the engine's first trip. If these could be eliminated railroading would be simpler for the management; the road is hardly doubled until something has to be done, although for two or three years the expense may be comparatively small. Ordinarly repairs are divided into five classes, as follows:

Class 1, means overhauling costing $3500 or more, including a firebox and boiler renewal.

Class 2, repairs costing $2500, but no new firebox or large parts.

Class 3, repairs costing from $500 to $1500.

Class 4, repairs costing less than $100.

The first time an engine goes into the shop it may have run two or three years without much repair charge beyond incidentals, or it may be a "hoodoo" and get into trouble every trip. Under normal conditions the first real repairing would cost about $1000 and the second and third overhauling about $1500 each. In the 20 years estimated life of an engine the expenditure for repairs will reach in all probably $30,000, or about twice the original cost.

The repairs include every imaginable patch or replacement from renewing a broken glass to providing a new boiler or firebox. Scale forms inside and gradually wears the boiler plates thinner, reducing them to frail shells, or if soda ash is used to prevent scale, all the brass taps that can be reached by the soda ash deteriorate rapidly and have to be removed. Thus it will be seen that maintenance of power involves many questions. Everything possible is done to keep the engine in commission, until at last a stage of decrepitude is reached that seems to preclude further repairs. At this point it is a question of scrapping the locomotive or selling it for about $2500 to dealers in second-hand equipment, who will repair it for about as much more and sell it to a logging or similar road where it may do service for several more years.

Value of Old Locomotive.

An old locomotive is worth as scrap from $500 to $2500 as the case may be, the difference being due to the availability of the various parts for further use as such parts. When the engine is turned over to the scrappers it presents a disreputable appearance, far removed from that of the days when its first engineer looked it over. Once dignified as "she"; "old kettle" or "mess of junk" are the most respectful epithets applied by those who have to do with its operation. Even in the days of scrapping careful management guards against wastefulness. Steel, brass and iron are taken off separately; everything usable is saved out, and frames, axles and good parts are set aside for further use. What is left goes to the scrap bins and eventually to the foundry or junk dealer.

Changing railroad conditions make it difficult to estimate the life of locomotives, and the same is true of passenger and freight cars. There are many passenger coaches in use today which were built 30 or more years ago and are still in good condition, if not modern in appearance. The old coaches with solid white oak sills were good ones. Of necessity there have been changes in styles in passenger coaches. The cars that were lightly built 25 years ago have no business in the modern heavy trains, and if placed there soon get knocked out. On short branch roads they serve their purpose. The custom now is to build with steel underframing like the Pullmans, so that it is almost impossible to smash them in a wreck.

The box-car's life is shortest of all rolling stock, and this is owing largely to the changes in construction. The capacity of cars has increased from 40,000 to 80,000 or 100,000 pounds each, and usage is rougher. The use of the air brake has helped to preserve them, but it is hard service at the best in the present-day long, heavy trains. There are many box-cars running, however, which have seen more than 25 years of service, and their life might be averaged at 20 years. There is no reason why the steel gondolas should not last 30 years or more, as there is less likelihood of their wearing out. When a box, freight or passenger-car serves its time, there is little to be scrapped. The trucks and rods are taken out and the wooden portion is burned or used for some purpose, such as toolhouses along the line, stations, sometimes improvised dwellings, in fact, for almost anything from an office to a chapel. The trucks under a box freight car are worth $75 to $100, and these, with the side rods, are taken out. The box, which is considered to have no scrap value, is burned, and whatever small pieces of iron remain are gathered up afterwards.

Prefer to Sell Old Engines.

Car equipment is not always discarded because worn out, but it may be out of style, or of too small capacity. One of the results constantly sought by railroad management is the reduction of hauling expense per ton per mile, and no road thinks nowadays of a box-car of less capacity than 60,000 pounds, and 80,000 or 100,000 is preferred. Monster locomotives and long trains of mammoth cars nowadays carry an immensely larger quantity of freight over the road in less time than formerly. Generally speaking, railroads prefer to sell their old engines and cars, if possible, and save the expense of scrapping, which naturally is considerable. That is why a number of concerns do a profitable business in old rolling stock, and there is a demand from small railroads or self-contained lines for engines and cars which the trunk lines do not think it profitable to keep in stock.

In all railroad centers a constant watchful warfare is waged against thieves who, many times in organized gangs, plan the removal of all detachable pieces of locomotives or cars. These thieves carry wrenches with them, and if great care is not exercised they will steal brass and other fittings from locomotives in broad daylight, where they stand. The boldness of some of these attempts is remarkable, and the arrests and convictions which occur from time to time do not suffice to deter these criminals, some of whom are said to be actually in the employ of railroad companies, as silent partners of those who carry away the spoils.

The life of a passenger locomotive may be approximated at 22 years; a freight locomotive at 15 years; a box freight car at 20 years, and a passenger coach at 25 years. These are the estimates furnished by several railroad departments and superintendents, although in every case they wished the figures considered as only approximately correct.

NERVES ARE UNKNOWN.

Happy Japanese Women Free From Worries of West.

Housekeeper.

The women of Japan, in contrast to their Occidental sisters, have long been noted for their perfect poise and self-possession. Their placidity under what would ordinarily be considered trying circumstances, has surprised American tourists. Patent medicines guaranteed to cure nervousness in its many forms have little sale in Japan. The meaning of the term "nervous prostration" is unknown. Japanese physicians are rarely rich.

An explanation of this happy state of affairs has been made by a returned traveler. "To begin with," says he, "there is never any change in fashions, so the Japanese woman has no worries at all on that score. Then, housekeeping is greatly simplified, so the Japanese housekeeper is hurt by none of the jars and frets that rag the nerves and prematurely age her Western sister. The Japanese house has no draperies, no dust traps in the shape of superfluous ornaments. People will put off their shoes in entering the house, so no mud and dirt are brought in. Japanese women have no heart-burnings over euchre prizes and 'bridge' stakes. They never have to compose club papers on subjects concerning which they know nothing. They never sit up nights planning how they may outshine their rivals in dress at some social affair. They do not bother their brains with schemes for marrying their daughters to rich foreigners. They never have to give eight-course dinners with two-course pocketbooks. They live simple, happy, peaceful domestic lives, and live them long."

While we should be sorry to see American women restrict their lives to the narrow sphere of the Japanese, there is no doubt that three-fourths of their nervous worry is caused by "trying to do too much." Simplicity is the keynote of sanity and health, and American men as well as women may well profit by the example of the happy Japanese.

Child of a Day.

Walter Savage Landor.

Child of a day, thou knowest not
The tears that overflow thine urn,
The gushing eyes that read thy lot,
Nor, if thou knewest, could'st return!

And why the wish! the pure and blest,
Watch, like thy mother, o'er thy sleep;
O peaceful night! O envied rest!
Thou will not ever see her weep.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Or., Aug. 12.—Maximum temperature, 87 degrees; minimum temperature, 58 degrees. River reading, 11 A. M., 7.3 feet; change in 24 hours, 0.1 of a foot. Total precipitation, 5 P. M. to 5 P. M., none; total precipitation since September 1, 1903, 47.24 inches; normal precipitation since September 1, 1903, 46.61 inches; excess, .63 of an inch. Total sunshine, August 11, 1904, 10:37; possible sunshine, August 11, 1904, 14:24. Barometer, reduced to sea-level, at 5 P. M., 29.89.

WEATHER CONDITIONS.

The weather is cloudy and threatening in Southern Idaho and Northern Utah, and thunder storms are reported at Pocatello and Salt Lake City, but in neither place did the rain amount to more than a trace. It is warmer in Northern Oregon and Washington and cooler in Southeastern Idaho.

The indications are for generally fair weather in this district Saturday. It will be slightly cooler west of the Cascades and warmer in Southeastern Idaho.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight, August 13:

Portland and vicinity—Fair and slightly cooler; winds mostly northerly.

Western Oregon and Western Washington—Fair, cooler, except near the Coast; northwesterly winds.

Eastern Oregon, Eastern Washington and Northern Idaho—Fair and continued warm.

Southern Idaho—Partly cloudy with probably showers and thunder storms east portion; warmer east portion.

PACIFIC COAST WEATHER.

STATIONS.	Maximum temp.	Precipitation past 15 hours	Wind. Velocity	Wind. Direction	State of weather
Baker City	88	0.00	6	NW	Pt. Cldy.
Bismarck	84	0.00	10	N	Clear
Boise	88	T	6	NW	Pt. Cldy.
Eureka	62	0.00	6	W	Clear
Helena	86	0.00	6	NE	Cloudy
Kamloops, B. C.	84	0.00	..	..	Clear
North Head	60	0.00	20	NW	Cloudy
Pocatello	88	T	22	W	Cloudy
Portland	87	0.00	10	NW	Pt. Cldy.
Red Bluff	98	0.00	6	SE	Clear
Roseburg	88	0.00	8	NW	Clear
Sacramento	88	0.00	10	S	Clear
Salt Lake City	88	0.00	24	E	Cloudy
San Francisco	62	0.00	20	W	Clear
Spokane	80	0.00	6	N	Clear
Seattle	76	0.00	8	NW	Clear
Tatoosh Island	60	0.00	10	N	Clear
Walla Walla	92	0.00	12	N	Clear

*Light. T trace.

EDWARD A. BEALS, District Forecaster.

CLASSIFIED AD. RATES.

"Rooms," "Rooms and Board," "Housekeeping Rooms," "Situations Wanted," 15 words or less, 15 cents; 16 to 20 words, 20 cents; 21 to 25 words, 25 cents, etc. No discount for additional insertions.

UNDER ALL OTHER HEADS, except "New Today," 30 cents for 15 words or less; 16 to 20 words, 40 cents; 21 to 25 words, 50 cents, etc. —first insertion. Each additional insertion, one-half; no further discount under one month.

"NEW TODAY" (gauge measure agate), 15 cents per line, first insertion; 10 cents per line for each additional insertion.

ANSWERS TO ADVERTISEMENTS addressed care The Oregonian, and left at this office, should always be inclosed in sealed envelopes. No stamp is required on such letters.

The Oregonian will not be responsible for errors in advertisements taken through the telephone.

UNCALLED-FOR ANSWERS

ANSWERS ARE HELD AT THIS OFFICE FOR THE FOLLOWING ANSWER CHECKS AND MAY BE HAD BY PRESENTING YOUR CHECKS AT THE OREGONIAN OFFICE.

A—14, 17, 18, 19, 22, 24.
B—4, 9, 14, 16, 17, 21, 22, 24.
C—14, 16, 17.
D—14, 17, 18, 22.
E—17, 22.
F—13, 14, 20.
G—10, 16, 18, 21, 22, 23.
H—6, 14, 19, 20.
J—14, 18, 21, 106.
K—12, 13, 22.
L—5, 9, 13, 97.
M—19, 20, 35.
N—10, 13, 22, 100.
O—18, 20, 22, 99.
P—8, 14, 17, 22, 23.
Q—3, 14, 18, 21, 99.
R—4, 16, 17, Railway.
S—14, 17, 69, 86.
T—16, 18, 30.
W—13, 15, 18, 75.
X—10, 11, 13, 15, 73, 100, 18.
Y—8, 10, 13, 14, 22, 30, 95.

MEETING NOTICES.

GENERAL GERMAN AID SOCIETY.—All members of the General German Aid Society are requested to meet at their hall, corner Morrison and Eleventh streets, Sunday, August 14th, at 1:15 o'clock P. M. sharp, to attend the funeral of our late brother, Francis H. Auer. By order of the president.

H. C. BOHLMAN, Secretary.

DIED.

ROSSI—At his late residence in Beaverton, Or., E. Rossi, August 11, 1904, aged 67 years. Notice of funeral hereafter.

HANSELMAN—In this city, at Portsmouth Station, Daniel W. Hanselman, August 12, 1904, aged 64 years. Notice of funeral hereafter.

FUNERAL NOTICES.

AUER—In this city, August 12, 1904, F. X. Auer, aged 76 years, 8 months and 15 days. Funeral Sunday, August 14, 1904, at 2 P. M. from Holman's chapel, corner Third and Salmon streets, thence to Crematorium. Relatives and friends respectfully invited to attend.

BANCROFT—The funeral services of the late Mrs. F. A. Bancroft will be held at the family residence, 1095 Franklin st., Willamette Heights, at 2 P. M., Saturday, August 13. Services at the grave private.

EDWARD HOLMAN CO., Undertakers and embalmers, have moved to their new building Third and Salmon. Lady assistant. Telephone No. 507.

J. P. FINLEY & SON, Funeral Directors, cor. 3d and Madison. Office of County Coroner. Lady assistant. Telephone No. 9.

F. S. DUNNING, Undertaker, 414 East Alder. Lady assistant. Telephone East 52.

DUNNING & CAMPION, Undertakers, 7th and Pine. Lady assistant. Phone Main 430.

NEW TODAY.

FOR SALE—SPAN OF WELL-BROKEN draft horses. Union Stockyards.

FOR SALE:
Worthington Compound Duplex Pump, second hand, A1 condition. Size 10x18½x14x10. Delivering 875 gallons per minute. Check valve, lubricator, etc., complete.
Inquire A. W. Cochran, Oregonian Building.

MORTGAGE LOANS
On improved city and farm property. Building loans. Installment loans. WM. MACMASTER, 311 Worcester block.

LOUIS H. BOLL
Piano Studio, 342½ Washington St. Parlors 9 and 10. Pupils accepted from Sept. 1, 1904.

HOTEL PERKINS

Fifth and Washington Streets PORTLAND, OREGON

EUROPEAN PLAN

Rooms, $1.00 to $5.00 Per Day According to Location. First-Class Check Restaurant Connected With Hotel.

J. F. DAVIES, Pres. G. O. Davis, Sec. and Treas.

St. Charles Hotel

CO. (INCORPORATED.)
FRONT AND MORRISON STREETS
PORTLAND, OREGON
European Plan—Rooms 50c to $1.50
First-Class Restaurant in Connection

THE ESMOND HOTEL
OSCAR ANDERSON, Manager
Front and Morrison Streets
PORTLAND - OREGON
FREE BUS TO AND FROM ALL TRAINS.
Rates—European plan, 50c, 75c, $1.00, $1.50, $2.00 per day. Sample rooms in connection.

AMUSEMENTS.

A Startling Show. Brimming over with Novelties at the
STAR THEATER
PORTLAND'S FASHIONABLE VAUDEVILLE PLAYHOUSE
General admission, 10c; reserved box seats, 25c. Performances, 2 to 4:30, 7:30 to 10:30 P. M.

ARCADE THEATER
Seventh and Washington.
REFINED VAUDEVILLE
2:15 to 4:30. 7:15 to 10:30.
Sunday, continuous from 2 to 10:30.
For Ladies, Gentlemen and Children. Admission 10 cents to any seat.

LYRIC THEATER
(Corner Alder and Seventh.)
HIGH-CLASS REFINED VAUDEVILLE
2:30 to 4:30; 7:30 to 10:30; Sunday, 2 to 10 P. M. This ad, and 10c will admit two people any matinee except Sundays and holidays.
TEN CENTS—NO HIGHER.

Bijou Theatre Sixth and Alder Sts.
The home of polite vaudeville.
Continuous performances from 2 to 4:30 P. M. Sundays, continuous 2 to 10:30 P. M.
Evening performances from 7 to 10:30 P. M. Any seat in the theater,
TEN CENTS

NEW TODAY.

WATCHES AND JEWELRY REPAIRED; first-class work by practical jewelers; old gold bought or taken in exchange. Tingry the jeweler, M. E. cor. 3d and Washington, upstairs, over N. P. Express Co.

FOR SALE—REAL ESTATE.

GUARANTEED AS ADVERTISED — 120 acres, with 15 acres cleared, 100 bearing fruit trees, 3000 cords of wood, besides lots of saw timber on place; Kalama River runs through land; large 8-room house and two tenant houses that rent for $4 and $5 each; state fish hatchery on place; $8 month for watching hatchery, and good wages when same is in operation; price, $1500. Came see us, or write for list of farm bargains. Imus & Willoughby, Kalama, Wash.

FOR SALE—SIXTY-ACRE FARM; ALL slashed except five acres; two hop yards; 14 acres, part in cultivation, part in pasture; good buildings, wells; public auction on farm Aug. 19. One and a half miles west Aurora. Address Lizzie Roppel, Oregon City.

IF YOU'RE LOOKING FOR A HOME, here's your chance: Corner lot and 5-room cottage; alley, apples, cherries, pears, plums; on car-line; $500 cash, $350 2 years. Cross & Shaw, 233 Washington st.

RARE OPPORTUNITY TO GET ONE-HALF interest in a large prune orchard, or will sell the whole; in every respect a good property with a good crop now maturing. Address Q 23, Oregonian.

FOR SALE—A LARGE, CONVENIENT 7-room house, between two car-lines, furnished or unfurnished; cash or terms. Apply to owner, E. Taylor and 43d sts. Phone Scott 4311.

A HOME FOR $900, 30X100 WITH A GOOD 6-room house, near car-line, 20 minutes' ride to city. J. P. Kennedy, 221 Sherlock bldg.

MODERN 11-ROOM HOUSE, 2 FULL LOTS, choice fruit and shrubbery; east front; a snap. See owner, 1247 Mallory ave. Phone Scott 6732.

FOR SALE—80 ACRES NEAR BEND, GOOD sagebrush tract; canal line through center; both forties, $4. Address The Journal, Prineville, Or.

200 FARMS, SMALL TRACTS AND LOTS—Bargains on O. W. P. electric line. O. R. Additon, Lents, Or. Take Mt. Scott car; 5c.

MUST SELL MY LITTLE COTTAGE HOME in Laurelwood, of 3 rooms, vestibule, pantry and closet; stable; fine garden. H. H. Smith.

$1600—CHOICE CORNER LOT, WEST SIDE; also improved corner; will pay 18 per cent. Owner, 807 Corbett st., "S" car, south.

FOR SALE—500 ACRES STUMP LAND, 16 miles from Portland. Inquire 287 E. Morrison st. C. R. Davis Fuel Co.

$7000 IMPROVED INCOME PROPERTY, close in, netting 10 per cent. Apply Osborn Hotel. Phone East 375.

LIST YOUR PROPERTY WITH US. CALL on us when you want to buy. Mathews & Palmer, 418 Oregonian bldg.

$650—FOUR FULL LOTS AND 4-ROOM house, Highland Park. Apply room 305, Abington bldg.

TWO LOTS, COR. HENRY'S ADDITION, cheap. Call 11 E. 14th st., North; save commission.

DO YOU WANT TO BUY A MODERN FIVE-room, elegantly furnished cottage? Phone Union 4381.

RARE BARGAIN—$1600 BUYS 255 ACRES near Brownsville. P. O. Box 275, Oregon City, Or.

5-ROOM COTTAGE, 2 LOTS, 100x100, one block east of Woodlawn car. Inquire 394 Shaver.

FOR SALE—MODERN HOUSE, 12 ROOMS and two baths. 204 22d st. N. Call mornings.

SNAP—HOUSE AND LOT, EAST SIDE. Inquire 608 East Ash. From owner.

NEW 6-ROOM HOUSE. 311 SKIDMORE st. Owner's phone, Scott 6962.

TIMBER LANDS FOR SALE.

FOREST RESERVE, APPROVED, SANTA Fe, on hand, ready for location; also soldiers' additional land warrants and Sioux scrip. Maginnis & Son, 227 Failing bldg.

SCRIP—TO TAKE AGRICULTURAL OR ARID lands, 40s and 80s, for immediate delivery. C. D. Lloyd, 449 Sherlock bldg.

FOREST RESERVE SCRIP, GILT EDGE, general land practice. Collins Land Co., Concord bldg.

Approved scrip; new lot agricultural or timber lands. L. W. Whiting & Co., 408 Abington.

FOREST RESERVE SCRIP READY FOR immediate use. Compson, 618 Marquam.

GOOD timber land cheap; scrip for sale. Mathews & Palmer, 418 Oregonian bldg.

TO EXCHANGE.

FOR SALE OR EXCHANGE FOR PORTland realty, a 35,000-acre ranch located in the heart of the Yellowstone Valley, 6 miles from Northern Pacific Railway, 35 miles south of Livingston, Mont., 12 miles from north boundary of Yellowstone National Park; unlimited range, fine improvements; will trade for vacant or improved or exchange for good hotel or any good business. Address L 23, Oregonian.

FOR SALE BY OWNER—5 ACRES AND 10-room residence, nicely located on Base Line road, one-half mile west of Mount Tabor; shrubbery, fruit, flowers; price $12,000; part cash; will take part other real estate in exchange. M 8, Oregonian.

GOOD AUTOMOBILE FOR EXCHANGE—Call room 204, Abington, or address Lock Box 476.

WILL TRADE GOOD CITY LOT FOR TEAM of horses. Kirk Hoover, 313 Water st.

FOR SALE—FARMS.

27,000 ACRES OF IRRIGATED LAND, free from the state to settlers, who will pay from $5 to $15 per acre to the Columbia Southern Irrigation Company for perpetual water right; for information call or address B. S. Cook, 251 Alder st., Portland, Or.

IMPROVED FARMS FOR SALE IN ALL parts of Oregon and Washington; payments made to suit purchasers. For particulars apply to Wm. MacMaster, 311 Worcester block.

IRRIGATED LANDS OF THE DESCHUTES Irrigation & Power Co., for sale by A. C. Palmer, local agent, 418 Oregonian bldg.

55 acres, cultivated, furnished, modern, 8 m. E., car, 700 Winter apples. 227 Front.

LAND SCRIP.

ALL KINDS OF LAND SCRIP, GENERAL land practice; our forest reserve scrip for non-timbered lands will be ready in a few days. Collins Land Co., Concord bldg.

WANTED—REAL ESTATE.

WANTED—ABOUT 5 ACRES, HALF IMproved, not farther than 3 miles from Portland; give description, price. Address F 23, care Oregonian.

CASH AND IMPROVED ACREAGE ON car line for improved or unimproved lot, close in. McPherson, Gilman Hotel.

FOR SALE.

Horses, Vehicles, Etc.

FOR SALE—ONE SPAN MARES, EACH weighs 1250, good pullers and drivers; one 3½ wagon and harness for $150; also one good driving horse cheap. Call at feed stable on Front, just above Columbia, bet. 9 A. M. and 4 P. M., Friday and Saturday.

I BUY, SELL, RENT OR EXCHANGE horses, wagons, buggies, rubber-tire runabouts, harness, camping outfits, livery in connection. Phone Main 1125. Red Front Stables, 15th, just off Washington.

ONE GOOD DOUBLE-SEATED CARRIAGE for $27, or will trade on wagon. 313 Water st.

WOLFSTEIN buys and sells horses, wagons, harness, buggies, farm implements. 227 Front.

All kinds vehicles, harness, etc., bought, sold and exchanged. 211 Washington.

Pianos.

BARGAIN—DECKER PIANO IN GOOD condition, guaranteed; will be sold for $130 if applied for before August 16. 350 Alder st.

HIGH-GRADE PIANO, NEARLY NEW, beautiful mahogany; must sell. W 94, Oreg.

Miscellaneous.

DOES YOUR ROOF LEAK? Repair it with Elaterite; it rolls, easy to lay; needs no painting or coating; good over old iron, tin or shingles; best for new roofs. Elaterite Roofing Co., 19 Worcester bldg.

FOR SALE—FOX TERRIER PUPS, NONE better; white bodies nicely marked heads; will make fine companions and house dogs. E. Brayford, Hood River, Or.

ELKS ATTENTION—I HAVE SEVEN PAIR of exceptionally fine and perfectly marked elk teeth for sale. Address M 23, Oregonian.

IF YOU WISH GOOD 4-FOOT LIVE FIR, oak and ash wood, go to Hoover & Conway, 313 Water st. Phone Main 4596.

AUCTION — HOUSE FURNITURE, 2 o'clock, at the home of Lizzie Roppel, 5th and Monroe, Oregon City, Aug. 17.

A MANUFACTURING SITE, 100x200, ON railroad, near Albina Ferry; cheap. 804 Goldsmith st.

TWO POINTER PUPPIES AND ONE 1-year-old pointer at 351 16th st., near Mill.

TYPEWRITERS, all makes, at cost, from $35; rubber stamps, seals, etc. Coast Co., 231 Stark

BICYCLE CLOSING OUT SALE—$40 WOLFF-Americans now $25. 7th and Morrison.

HALL SAFE, FINE CONDITION, CHEAP. C 15, Oregonian.

HELP WANTED MALE.

WANTED — MANAGER FOR IDAHO, headquarters Boise, represent old established mercantile agency; salary $100 a month and commissions; must have $600 capital; grand opportunity for hustling young men;